

# HIGHWAYS AND TRANSPORT COMMITTEE



**Tuesday, 27 July 2021**

**Democratic and Members' Services**  
Fiona McMillan  
Monitoring Officer

**14:00**

Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

**The Corn Exchange - Cambridge**  
**Wheeler Street, Cambridge, CB2 3QE**

## **AGENDA**

**Open to Public and Press by appointment only**

### **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 and Action Log - 22 June 2021 3 - 24**
- 3 Petitions and Public Questions**

### **KEY DECISIONS**

- 4 A1123 & A1421 Reclassification to 'B' Road Status 25 - 38**

### **DECISIONS**

	<b>Active Travel Fund - Mill Road Bus Gate Experimental Traffic Order</b>	<b>39 - 118</b>
<b>6</b>	<b>A14 Local Network Issues</b>	<b>119 - 146</b>
<b>7</b>	<b>Finance Monitoring Report - June 2021</b>	<b>147 - 192</b>
<b>8</b>	<b>Cambridgeshire County Council's Response to Network Rail's Consultation on the Ely Area Capacity Enhancement Scheme</b>	<b>193 - 212</b>
<b>9</b>	<b>Major Infrastructure Project Delivery Governance and Risk Management</b>	<b>213 - 232</b>
<b>10</b>	<b>Highway Services Contract Key Performance Indicator Quarterly Report</b>	<b>233 - 240</b>
<b>11</b>	<b>Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies</b>	<b>241 - 244</b>

The Highways and Transport Committee comprises the following members:

*For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact*

#### **COVID-19**

The legal provision for virtual meetings no longer exists and meetings of the Council therefore take place physically and are open to the public. Public access to meetings is managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Council, please contact the Committee Clerk who will be able to advise you further.

Councillor Peter McDonald (Chair) Councillor Gerri Bird (Vice-Chair) Councillor Alex Beckett Councillor Piers Coutts Councillor Douglas Dew Councillor Janet French Councillor Ryan Fuller Councillor Derek Giles Councillor Mark Howell Councillor Simon King Councillor Brian Milnes Councillor Edna Murphy Councillor Neil Shailer Councillor Alan Sharp and Councillor Mandy Smith

Clerk Name:	Daniel Snowdon
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## HIGHWAYS AND TRANSPORT COMMITTEE: MINUTES

Date: 22 June 2020

Time: 10.00am to 12.37pm

Present: Councillors Alex Beckett, Gerri Bird (Vice Chair), Steve Corney, Piers Coutts, Jan French, Ryan Fuller, Derek Giles, Mark Howell, Simon King, Peter McDonald (Chair), Brian Milnes, Edna Murphy, Neil Shailer, Alan Sharp, and Mandy Smith

Venue: University of Cambridge Sports Centre

### 1. Notification of Chair

It was resolved to note the appointment of Councillor Peter McDonald as Chair of the Highways and Transport Committee for the municipal year 2021/22.

### 2. Notification of Vice Chair

It was resolved to note the appointment of Councillor Gerri Bird as Vice-Chair of the Highways and Transport Committee for the municipal year 2021/22

### 3. Apologies for absence and Declarations of Interest

Apologies for absence were received from Councillor Dew.

There were no declarations of interest.

### 4. Minutes – 9<sup>th</sup> March 2021

The minutes of the 9<sup>th</sup> March 2021 were agreed as a correct record.

### 5. Highways and Transport Committee Action Log

The Committee noted the Action Log

A Member, in relation to minute 30, and the request for a cycling map of Wisbech. In addition to the request the Member highlighted highways planning guidance for making walking and cycling the most attractive option. It was requested that it be added to the Action Log. **ACTION**

## 6. Petitions and Public Questions

There were several requests to speak that were considered under the relevant agenda item.

## 7. Traffic Regulations Order, Objections Associated with the Cambridgeshire County Council (King's Parade) (Traffic Management) Order

Members considered a report that sought to determine the TRO for King's Parade. The presenting officer provided the Committee the background to the report and highlighted as outlined at paragraph 2.2 of the report, Cambridge City Council was intending to develop a permanent design to replace the temporary barrier. The Committee noted the Order did not specify the design of the barrier.

During discussion Members:

- Questioned what risk analysis had been undertaken. As a method of attack, it appeared to have ceased by 2018. Officers explained that the recommendation was based on advice from the Police and undertook to provide the risk analysis provided by the Police.
- Expressed reservations regarding the barriers, however, recognised the advice of the Police who identified the threat and method of attack. A request was made that a Service Level Agreement (SLA) was entered into and that the Chief Inspector also a signatory.
- Commented that although attacks such as the type the barriers were designed to prevent could take place anywhere in the county, King's Parade would be a prime target.
- Expressed concern that the installation of barriers could make the area more of a target.
- Confirmed that the only option for continued protection was a permanent order.
- Drew attention to the concern regarding the design of the barriers and emphasised the need to ensure that any future design would be passive and fitted in with its environment.
- Noted that the design of the barrier could be amended and that the barriers could be removed, and the order still exist.

The Chair invited Matthew Danish, representing CamCycle to address the Committee. Mr Danish began by noting that the Police had recommended a scheme of this nature.

However, with some essential changes it could create a much better, safer, and more accessible environment for all.

Mr Danish drew attention to the profile of King's Parade, highlighting that it was not only a museum but a heavily used public space and emphasised that it was one of the country's busiest streets for cycling that deserved to have a beautiful and practical design that was also safe and inclusive.

Mr Danish considered Appendix 3 of the report that stated, 'there has been little change in the level of personal injury accidents reported' an unsatisfactory response for the following reasons.

- Almost the entire period of the experimental order had taken place during the COVID-19 pandemic with significantly fewer people were travelling. As normal activities resumed the temporary barriers would be unsuitable given the numbers of people passing through them.
- Personal injuries were rarely recorded if a motor vehicle was not involved and Police were not called to the scene.

In practice, the temporary barriers were creating conflict and the arrangement of them severely reduced accessibility. There were nominally three openings to walk or cycle past the barrier, but at least one was usually blocked which created substantial conflict. The cycle gap was of substandard size and half of it was in the gutter which could cause people to slip and fall while trying to manoeuvre through the tight space.

Therefore if the Council was going to press forward with the scheme then CamCycle requested that the Committee seek a better design for the barrier as it was possible to balance counterterrorism goals with the inclusivity principles of LTN 1/20 to create a workable solution for all. The pavements on both sides should be kept as clear as possible so that all users were accommodated. Within the carriageway, there should be at least two gaps for cycling, northbound and southbound, each having sufficient clearance for cargo cycles, tricycles, and disability-adapted cycles. The surface quality should be even and smooth within those gaps, instead of straddling the gutter.

In conclusion Mr Danish, highlighted the rising bollards that had been deemed suitable for the northern end of King's Parade that would provide a solution at the southern end if installed. However, if it was determined that rising bollards were unsuitable then CamCycle would be happy to work with officers to find a better solution.

The Chair summarised the debate and highlighted actions to be undertaken including:

1. A strategic plan visitor/anti-terror plan including St Johns St/market square provided to the Committee
2. A refreshed consultation on the barrier over and above the 21 (ideally 60) days statutory period for a new/amended order.
3. A revised design for the barrier in keeping with the King's Parade environment.
4. Improved cycling safety/accessibility and disabled access.
5. An amended permanent order taking into account these changes by the end of 2021.
6. A Service Level Agreement entered into signed also by the Chief Inspector

It was resolved unanimously to:

- a) Determine objections lodged during the formal consultation period;
- b) Implement the permanent scheme as originally published; and
- c) Inform the objectors accordingly.

## 8. A428 Black Cat to Caxton Gibbet Development Consent Order Update

The Committee received a report that informed the Committee of progress with the Highways England scheme to upgrade the A428 dual carriageway. Members noted that the Planning Inspector (PINS) had accepted the application following the submission of a Development Consent Order by Highways England. The application would be determined by the Secretary of State. Officers were working jointly with Huntingdonshire District Council and South Cambridgeshire District Council and was liaising closely with local authorities in Bedfordshire on the scheme.

Concerns relating to climate change and the carbon footprint were highlighted to Members as the scheme would add to the carbon footprint of the local area. Furthermore, Highways England only appeared to have undertaken a minimal assessment of the impact of East West Rail and the Cambridge to Cambourne transport proposals.

The presenting officer assured the Committee that following the experience of the A14 improvements, officers were working closely with Highways England to ensure minimal liability and costs for the Council.

During discussion Members:

- Highlighted the impact on the climate, of construction materials that caused black body heat and the robustness of the traffic assessments owing to the impact of the COVID-19 pandemic. Officers explained that although construction materials were important, the increase in traffic would prove to be the largest factor impacting on the climate. With regard to traffic levels, Members were informed that they had broadly returned to pre-pandemic levels. There were, however, significant changes to patterns in areas such as Cambridge, Oxford and Brighton.
- Questioned whether the use of temporary weight restrictions to prevent damage to roads should be expanded. Officers confirmed that if there was an assessed need for a temporary weight restriction then it would be pursued by the Council. Members noted that the Police would not enforce temporary weight restrictions and therefore the Council was assessing Automatic Number Plate Recognition (ANPR) as a possible method of enforcement. There was significant damage to the network following the A14 upgrade that affected the taxpayer and the Council and

discussions were taking place with Highways England and the Department for Transport to ensure damage was not incurred.

- Commented that while supporting the upgrade of the A428, it was essential that the lessons of the A14 be learned where roads that were damaged were still awaiting repair. Footpaths needed to be more joined up.
- Drew attention to the re-trunking of the old A428 and emphasised the importance of robust discussions with Highways England to ensure that footways were joined up and that the needs and concerns of residents were considered.
- Requested that officers discussed with the relevant Bedfordshire Councils the possibility of a dedicated HGV route that would serve the proposed developments at Wyboston. Although not part of the A428 scheme, officers undertook to pass the suggestion to the relevant team within the Council to engage with the development.

#### **ACTION**

It was proposed by Councillor King and seconded by Councillor Howell with the unanimous agreement of the Committee that the following additional wording be added to recommendation c), “including but not restricted to temporary weight restrictions”.

It was resolved unanimously to:

- a) Note the report, and the likely timescales for the formal consent process;
- b) Consider the summary of points raised and confirm the key areas to support or raise issues;
- c) Confirm the Council's strong in-principle support for the A428 scheme, subject to suitable assurances **(including but not restricted to temporary weight restrictions)** and agreement with Highways England; and
- d) Delegate to the Executive Director for Place & Economy in consultation with the Chair and Vice-Chair of Highways & Transport Committee approval of the submission of formal documents related to the enquiry.

## **9. East West Rail Company Non-Statutory Consultation**

The Committee considered the proposed County Council response the non-statutory consultation on East West Rail (EWR). Presenting the report, officers outlined the background and objectives of the Network Rail scheme together with the nature of the consultation process. The Committee was informed that although the consultation had closed, the Council had secured an extension for the Committee to consider the proposed response.

The Chair invited Dr William Harold to address the Committee. Mr Harold drew attention to the rejection by EWR of a northern approach to Cambridge due to the number of compulsory housing purchases and number of tracks that would be required.

When challenged EWR stated that the issues were to do with timetabling and not capacity. Solutions had therefore been provided to EWR. Studies of the negative environmental impact of a southern approach were highlighted to the Committee. In conclusion Dr Harold highlighted that no business case for EWR had been provided, no housing or economic plan was forthcoming and there were no forecasts available for freight and passenger levels.

The Chair invited Councillor Sebastian Kindersley in his role as Chairman as Cam-Bed Railroad. Councillor Kindersley drew attention to the work undertaken, campaigning regarding the approach to Cambridge. Throughout the course of the consultation EWR had failed to disclose the business case. It was understood that the business case was in draft form and had been in preparation for three years. However, EWR had refused to publish it. Usually the business case would have been at the forefront of any proposals. Over the course of the last three years costs had increased significantly and there had been no explanation as to why. There was a very strong possibility that the scheme as currently proposed represented exceptionally poor value for money and would severely impact residents.

The Chair invited Councillor Michael Atkins, local Member for the Hardwick division to address the Committee. Councillor Atkins informed the Committee that the residents he represented were some of the most affected by the construction of a new railway line, particularly following the preferred alignments, and many of them had written to him expressing their views and concerns.

Councillor Atkins commented that the consultation process had not been well received. It was scheduled during a time when social distancing rules prevented the most popular forms of engagement. Residents who did attend online events and meetings had reported the experience was disappointing. Information on the website was very difficult to navigate, with the most important details buried in long documents. Residents did not feel that they had been adequately consulted, or listened to, and he requested that the Council push East-West Rail to engage in new discussions.

Councillor Atkins highlighted alternative proposals for a route from Cambourne North to Cambridge North, instead of the East-West Rail preferred alignments from Cambourne North to Cambridge South. This alignment has been repeatedly rejected by East-West Rail, although their reasons for doing so have shifted each time, and at present the critical issue was an alleged timetable clash on the final approach to Cambridge North and therefore contended that a northern route and not been adequately considered.

The preferred alignments would have significant and hugely damaging impacts on the villages Councillor Atkins represented. There was little space in-between the villages, and although the routes had been drawn to minimise housing demolition, the resulting lines passed very close to hundreds of houses, schools and businesses. Councillor Atkins highlighted the road crossings that would be required and the resulting elevation of the track which would increase noise, air and visual pollution.

Councillor Atkins concluded by requesting that the Committee be vigilant and proactive in securing the best outcome for all Cambridgeshire residents.



The Committee noted the written comments of Councillor Dr Alex Bulat local Member for the Abbey division contained at Appendix A to these minutes.

During the course of discussion Members:

- Noted the comments of Councillor Atkins in response to a Member question who stated it was important to take an independent view of route alignments and that residents did not feel they had been consulted effectively. If there was opportunity for further consultation it should be taken advantage of.
- Noted the comments of the Group Manager, Transport Strategy and Funding regarding the vertical alignments that EWR had handled poorly. As it has been presented it was not good but did provide opportunity for something better.
- Expressed disappointment regarding the consultation process that did not reach enough people and was undertaken during an election.
- Commented that an undertaking from EWR to electrify the route was necessary and emphasised the carbon footprint of the scheme.
- Questioned the requirement for a viaduct at St Neots commenting that there had been no reason or explanation provided.
- Commented that all comments made had been captured in the consultation response. It was essential that the consultation response be submitted, and the concerns of the Committee registered.
- Noted that proposed route 'E' passed through the Sawston and Shelford division and would have a significant impact on residents who had expressed concerns over noise and visual impact.

Councillor Milnes proposed, seconded by Councillor Shailer with the agreement of the Committee an amendment to the consultation set out below (additions in bold)

*5. The Council notes the additional work undertaken on the option of entering Cambridge from the north, and the conclusions drawn by the East West Rail Company that it would result in higher costs and lower passenger benefits. The Council would ask that further detail be made available by EWR on the basis for its decision on the preferred route and in particular information regarding the following:*

- **location and quantum of future housing and economic growth**
- **impact on the environment**
- **residential impact of freight traffic**
- **the necessity of 4-tracking of the WAML with a northern approach.**

The Chair proposed with the agreement of the Committee additional wording to recommendation b) to include the addition of feedback relating to vertical alignments, the business case, consultation process and communications.

It was resolved unanimously to:

- a) Approve the consultation response appended to this report; and
- b) Delegate to the Executive Director Place and Economy, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, the authority to agree any changes **(including the addition of feedback relating to vertical alignments, the business case, consultation process and communications)** to the report following discussion at committee.

## 10. Local Highways Improvement Panel Scoreboards

The Committee considered a report that informed the Committee of the outcome of the prioritisation of the Local Highways Improvement (LHI) applications for delivery in 2021/22 by the Member Panels in each District area.

Commenting on the report Members:

- Highlighted that the closure of the window did not take account of Parish Council meeting cycles that did not meet on a monthly basis and therefore requested that it be extended to a date in September. Officers confirmed that they would review the timetable. **ACTION**
- Requested additional guidance or training for Members regarding LHIs and the process that underpins them. **ACTION**

The Chair invited Mr David Stoughton, Chair of Living Streets, Cambridge to address the Committee and ask his question.

Mr Stoughton highlighted a recent report produced by Living Streets that detailed the experience of Cambridge residents of pavements and footways who reported they were of poor repair. Mr Stoughton welcomed the consultation on the local cycling and strategy. However, there was no provision for maintenance, nor did it refer to any plans for immediate or future repairs.

Mr Stoughton concluded by asking for clarity about whether a sustained repair and maintenance programme was being considered by the new administration, alongside proposed capital investment.

The Chair thanked Mr Stoughton for the question and advised that he would receive a written response to the question (attached at Appendix B to these minutes).

It was resolved to:

Approve the prioritised list of schemes for each District area, included in Appendix A of this report.

## 11. Finance Monitoring Report – May 2021

The Committee received the May 2021 iteration of the Finance Monitoring report. The presenting officer highlighted that the report was the first Finance Monitoring of the financial year and reported a forecast underspend of £162,000.

During discussion Members:

- Questioned whether the forecast outturn should be variant.
- Drew attention to A1303 Safety Scheme where a number of trees were removed due to being too close to the carriageway and none had been planted in replacement and queried what was being done to address the situation. **ACTION.**
- Questioned whether there were plans to accelerate the planting of trees. Officers confirmed that work was being undertaken and was a priority for delivery.
- Requested that the local Member for Local Highway Improvement (LHI) schemes be copied into progress reports. **ACTION**
- Noted that it was early in the financial year and there were a number of complex risks that made an accurate end of year forecast difficult.

It was resolved to:

Review, note and comment upon the report and to confirm the updated Capital Budgets to be taken to Strategy & Resources Committee for approval.

## 12. Appointments to Outside Bodies and Advisory Groups and the Appointment of Member Champions

Members considered a report that sought appointments to Outside Bodies, Advisory Groups and Member Champions.

It was proposed by Councillor Smith with the agreement of the Committee that the Cycling Member Champion be renamed to include all non-motorised forms of transport.

It was resolved to

- (i) review and agree the appointments to outside bodies as detailed in Appendix 1 **to be made through delegation.**
- (ii) review and agree the appointments to Internal Advisory Groups and Panels, as detailed in Appendix 2 **to be made through delegation.**
- (iii) **Agree to appoint via delegation a Non-Motorised User** Cycling Member Champion responsible for promoting the interests of cycling across all

aspects of the Council's work, linking in with the health and well-being responsibilities of the authority.

- (iv) **Agree to** appoint **via delegation** a Transport and Health Member Champion to promote joined up working on transport issues between the Environment and Green Investment Committee, Highways and Transport Committee, the Adults and Health Committee and Public Health.
- (v) delegate, on a permanent basis between meetings, the appointment of representatives to any vacancies on outside bodies, groups and panels, within the remit of the Highways and Transport Committee, to the Director, Place and Economy in consultation with the Chair, Highways and Transport Committee.

### 13. Highways and Transport Committee Agenda Plan

The Committee considered its agenda plan. Officers confirmed that Highways England would be in attendance at the July meeting of the Committee to consider A14 issues.

A Member requested a report relating to enhanced pothole repair be added to the forward plan. Officers undertook to discuss the scheduling at the forthcoming meeting of the Chair and Vice Chair and Spokes.

It was resolved to note the agenda plan.

Chairman

Most residents who contacted me about the EWR consultation are concerned about the impacts on the environment, human health and the localised impacts of the scheme.

I would like to strongly support the recommendation in the Draft consultation response that the PWOS be updated to commit to electrification from the outset.

I would also like to express my disappointment that the scheme does not have a target to rule out diesel-powered EWR services. In the absence of ruling this out, which is preferable to many residents, can EWR commit to a maximum number of such trains a day?

The consultation material makes high level commitments and it is difficult to assess many impacts, in particular noise and landscape impacts. There is also a lack of measurable targets on climate change and carbon reduction. This Joint Administration committed to a 2030 net zero target so it is important to question the environmental and biodiversity impacts of all projects.

Many questions are still unanswered. In particular, the consultation documents state that ecological surveys are ongoing - will further information on this be shared with the Council and if so, when? It is also concerning to see there is no research referred to which assesses the impact on human health - we should ask for further information on this, as the main priority is to minimise environmental and health impacts of the scheme on our residents. Has this research been conducted already by EWR and if so, when it will be made publicly available - and if not, why it has not been conducted?

Councillor Dr Bulat

Date: 6 July 2021  
Contact: Daniel Snowdon  
Telephone 01223 699177  
E Mail: Daniel.snowdon@cambridgeshire.gov.uk

Mr David Staughton  
By Email

Box SH1104  
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Castle Hill  
Cambridge  
CB3 0AP

Dear Mr Staughton,

Thank you for attending the recent Highways and Transport Committee and posing your question. I hope the following response provides clarity regarding the repair and maintenance programme

At its meeting in February 2021, the County Council agreed an additional £20 million for footway maintenance. This will be £4 million additional investment for each of the years 21/22 to 25/26. It is currently the intention that 50% of this additional funding will be spent on preventative treatments. Such treatments are vital in ensuring that defects such as potholes and trips do not form in the first place and therefore do not require reactive repairs. The remaining 50% of the additional funding will be spent on slurry sealing footways and other resurfacing treatments.

The £4 million per annum is in addition to the pre-existing capital budget of £1.3 million per annum.

All footways are inspected for defects in a predetermined frequency be it annual quarterly or monthly, depending on the hierarchy of the asset. Typically, the busier the footway the more frequent the inspection. These inspections identify defects for repair as described in the Council's Highway Operational Standards Document. As well as regular safety inspections the Council will investigate and respond to any complaints regarding footway condition and these are carried out by the Local Highway Officer for the area. All highway defects can be reported on our report it tool.

[www.cambridgeshire.gov.uk/highwayfaults](http://www.cambridgeshire.gov.uk/highwayfaults)

Yours sincerely





# HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 22<sup>nd</sup> June 2021 captures the actions on service actions within the remit of this Committee including that are still ongoing on-going from the former Highways and Community Infrastructure and Economy and Environment Committees. This log updates Members on the progress on the compliance in delivering the necessary actions.

## Minutes of Highways and Community Infrastructure Committee 16th January 2018

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
45.	Minutes and Action Log – Skanska Enhanced Pothole Repair Service	Graham Hughes / Richard Lumley	Discuss with Skanska the feasibility of offering an enhanced pothole repair service.  This was raised again at the Highways and Transport Committee on 15 <sup>th</sup> September	Part of a wider, longer term piece of work looking at possible delivery models (including future funding) for highway services.	<b>IN PROGRESS</b> Meeting held with Skanska on 26/11/20. A briefing note is being prepared on the potential way forward for initial discussion with Chair and Vice Chair. Further work is likely to be needed and a note will be circulated to Members on the possibilities, likely to be in

					the summer.
Minutes of Highways and Community Infrastructure Committee 9th July 2019					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
124.	Road Casualty Data Annual Report	Matt Staton	The Chairman commented that the findings of the research project regarding likely collision sites being undertaken with Loughborough University could be brought to the committee for information and comment.	Matt Staton to liaise with Loughborough University in relation to published outputs from the project. The information was to be presented to a Members Seminar.	On hold until the seminar programme resumes. Will be programmed when dates are available.
Minutes of Highways and Transport Committee 15 <sup>th</sup> September 2020					
29.	Cambridgeshire Highways Contract Annual Report 2019-20	Richard Lumley / Graham Hughes	Request for a new policy for seeking compensation for developer damage to free up local highways offices resources.	Officers would investigate the practicalities and bring back proposals for further consideration on this wide ranging issue.	Action Ongoing

## Minutes of Highways and Transport Committee 19<sup>th</sup> January 2021

63.	Minutes Action Log	Dawn Cave/ Graham Hughes	Committee had previously agreed a report on Wisbech Access Strategy would come to Committee. Clerk to check what was agreed and schedule a report to a future Committee meeting.	Will be discussed at August Chair / Vice Chair meeting	Ongoing
66.	Cambridgeshire County Council Commuted Sum Proposals	Jonathon Judah	Final consultation document to be circulated to Members, who could then comment accordingly. Action required.	The document is currently being developed and the intention is to circulate this to Members by the end of May	Action  Ongoing

## Minutes of Highways and Transport Committee 22 June 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
5.	Minutes Action Log		Member highlighted highways planning guidance for making walking and cycling the most attractive option. It was requested that it be added to the Action Log		Ongoing
8.	A428 Black Cat to Caxton Gibbet Development Consent Order Update	Andy Preston	Requested that officers discussed with the relevant Bedfordshire Councils the possibility of a dedicated HGV route that would serve the proposed developments at Wyboston		Ongoing
10.	Local Highways Improvement Panel Scoreboards	Gareth Guest	Highlighted that the closure of the window did not take account of Parish Council meetings cycles that did not meet on a monthly basis and therefore requested that it be extended to a date in September	This has been changed to end of September now.	Completed
10.	Local Highways Improvement Panel Scoreboards	Gareth Guest / Dem Services	Requested additional guidance or training for Members regarding LHIs and the process that underpins them	Potential dates for an all-Member seminar are being identified	Ongoing

11.	Finance Monitoring Report – May 2021	Richard Lumley	Removal of trees highlighted and their lack of replacement.	Trees in Shelford are on order and will be planted shortly. Parishes – Bottisham and Stow have been provided the trees and agreement has been reached with Lode to reimburse the Parish (up to £3,250) for the trees when they purchase during the next planting season.	Completed
11.	Finance Monitoring Report – May 2021		Requested that the local Member for Local Highway Improvement (LHI) schemes be copied into progress reports.	This has been discussed / circulated with the team and members will be copied into correspondence when parishes etc. are contacted.	Completed









## A1123 and A1421 reclassification to 'B' road status

To: Highways and Transport Committee

Meeting Date: 27 July 2021

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2021/042

### Outcome:

The outcome is that the proposed motion to re classify the A1123 and A1421 roads from A road to a B road is not progressed at this time but kept under review.

Recommendation: The committee is recommended to:

- a) Note the requirement for a decision on this matter to be taken by Committee, for the reasons set out in the report
- b) on the balance of the technical analysis contained in this report not to progress the proposal to declassify the A1123 and A1421 from A road to B road status at this time but to carry out further consultation, analysis and discussion with communities.
- c) request officers investigate potential options for traffic calming and speed reduction measures on these roads and possible sources of funding.

### Officer contact:

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### Member contacts:

Names: Cllr Peter McDonald  
Post: Chair  
Email: [Peter.McDonald@cambridgeshire.gov.uk](mailto:Peter.McDonald@cambridgeshire.gov.uk)  
Tel: 07912 669092

## 1. Background

- 1.1 Former County Councillor Bill Hunt presented a motion to Full Council on 15<sup>th</sup> December 2020 to instruct the Executive Director for Place and Economy to pursue the reclassification of the A1123 and A1421 from “A” to “B”. This motion was carried. Following this decision officers carried out technical analysis and consultation. A map showing the extent of the roads potentially affected is attached at Appendix 1.
- 1.2 Following the motion to Full Council, officers commenced a technical assessment of the likely implications of the reclassifications. This technical assessment enabled the Executive Director Place and Economy to form a view on whether the decision to reclassify these roads would fall within his delegated powers. The financial implications of the proposed reclassifications, as outlined in paragraphs 2.10 to 2.14 of this report, put this decision beyond the Executive Director’s delegated powers. Given that the overall financial implications of these proposals would exceed £500,000 cumulatively over 2 financial years this is a Key Decision for this committee.
- 1.2 The responsibility for the classification of roads was passed down to Local Highway Authorities from the Department for Transport (DfT) in 2012. The relevant legislation covering classification of roads can be found in section 12(3) of the Highways Act 1980.
- 1.3 The County Council has a policy on road classifications, and this is contained in Appendix L of the Highways Operational Standards (HOS). This states that, excluding motorways, all UK roads fall into one of four classifications:
  - A Roads – major roads providing large scale transport links within and between urban areas.
  - B Roads – roads intended to connect lesser areas and connect A roads to smaller roads on the network.
  - Classified Unnumbered – smaller roads intended to connect unclassified roads (see below) with A and B roads, often linking a housing estate or village to the rest of the network. Although called “classified unnumbered” in statute, most local authorities refer to these as “C Roads” and have developed their own numbering systems.
  - Unclassified – The remainder of the highway network, typically local roads carrying local traffic such as residential estate roads or minor rural roads serving small settlements or individual farms.
- 1.4 These four classes of road form a hierarchy. Large volumes of traffic and traffic travelling longer distances should typically be using roads with a higher classification, whilst smaller volumes of more local traffic should be using roads with a lower classification. There is, however, no fixed relationship between the different road classifications and traffic flows carried. In general, the higher classes of road will carry more traffic than the lower, but the situation will vary depending on the context. Hence, the classification of a road reflects its strategic importance in the local network, rather than the number of vehicles it carries or its width.

- 1.5 Although classification now rests with Local Highway Authorities, the Secretary of State retains ultimate legal responsibility for road classification and the Primary Road Network and retains the right to intervene if necessary. The A1123 and A1421 do not form part of the Primary Route Network.
- 1.6 In its guidance, the DfT has made it clear that classifications must be set in a way that reflects the road network in their local area. Any standards therefore must be relative:
- An 'A' road will generally be among the widest, most direct roads in an area, and will be of the greatest significance to through traffic.
  - A 'B' road will still be of significance to traffic (including through traffic), but less so than an A road.
  - A 'Classified' Un-numbered road will be of lower significance and be of primarily local importance but will perform a more important function than an unclassified road.
  - An 'Unclassified' road will generally have very low significance to traffic and be of only very local importance.
- 1.7 The DfT recognises that the pressures of connectivity will, in places, mean that A and B roads will necessarily go through populated areas or sites with environmental issues. In some cases, it may be necessary to select one road from several broadly similar roads for a particular classification, in order to ensure that the overall network retains coherence.
- 1.8 Road classification needs to be consistent from one authority to another and should not change classification at the administrative boundary without a clear reason. When reclassifying a road across a local authority boundary, any change will need to be agreed by both authorities.
- 1.9 Changes to road classification do not require public consultation or advertisement, but this may be undertaken at the discretion of the Local Highway Authority.
- 1.10 The need for new or revised road classifications arises in various ways but are most commonly due to:
- the construction of new road schemes (e.g. bypasses)
  - a change of role due to new traffic management systems
  - very occasionally, existing historic inconsistencies that need addressing
- 1.11 In deciding the appropriate classification to be applied to a road the starting point will be the general descriptions of each level of classification as provided in the DfT's Guidance and set out above. More specifically, the following points will be considered:
- the strategic role the road plays in moving people and goods from one location to another. This will vary in context, particular between rural and urban areas.
  - the general level of traffic and proportion of goods vehicles that the road is carrying (or expected to carry in the case of new roads).
  - any wider traffic management routeing strategies in the vicinity.
  - the standard and classification of other nearby roads.

## 2. Main Issues

### Consultation

2.1 The following people and potentially affected bodies were consulted regarding the proposed reclassifications. It should be noted that the consultation took place prior to the completion of the technical analysis and financial assessment and therefore the consultees were not given details of the analysis or potential financial implications for the council as part of the consultation.

- All affected local county councillors
- Parish Councils on the affected routes
- Relevant District Councillors
- Department for Transport
- Highways England
- Suffolk County Council
- Peterborough City Council
- East Cambs District Council
- Hunts District Council
- Cambridgeshire and Peterborough Combined Authority
- Schools potentially affected
- Road Haulage Association
- Cambs Police
- Joint Parishes HCV Group
- St Ives Civic Society

2.2 DfT confirmed that the department has no objections to the proposal, as did Highways England, Suffolk County Council and the Combined Authority. These are taken as neutral responses.

2.3 Peterborough City Council (PCC) responded to say that on the principle of renumbering the A1123 and A1421 they would initially object, as this might directly impact on the funding provided by the Department for Transport (DfT) for maintaining the highway in Peterborough. For this objection to be withdrawn, PCC would need assurances that Peterborough's allocation from the DfT would be unaffected.

2.4 The initial response from Cambridgeshire Police was neutral, stating that no objection was anticipated. The Police did raise the issue that, should the reclassification go ahead, any subsequent changes such as weight or speed limits might not be supported without an actual change in the road environment.

2.4 The overall tally of responses to the consultation was:

- For: 12
- Against: 4
- Neutral: 9

- 2.5 The key reasons for those in favour were the anticipated reduction in heavy vehicles along the routes and associated reductions in noise, vibration, and pollution. Those in favour also were of the view that re-classification would reduce damage to the roads and help reduce the number of accidents.
- 2.6 Those against cited concerns regarding the future maintenance of the roads and lack of technical information to enable an informed response to the consultation. Those against also mentioned costs to the Council in altering signage and concerns regarding winter gritting standards.

### Traffic Flow Analysis

- 2.7 Officers have undertaken a detailed analysis of the potential effects upon traffic flows of the proposed re-classification. This work drew substantially on the Heavy Goods Vehicle (HGV) Diamond Area Report (November 2020).
- 2.8 A significant finding of the traffic flow analysis was that the vast majority (93%) of HGV trips on the A1123 are classed as local i.e. they have 'business' in the area. As these vehicles need to use the A1123 it is very unlikely that reclassification would have any impact on the number of HGVs using the road.
- 2.9 Regarding car and LGV traffic using the A1123, approximately 80% of this was local trips meaning that the vehicles had some purpose to be in the area. As most of the traffic on the A1123 is local, there is limited potential for traffic to use other routes, as the vehicles need to be in the area. Therefore, it is highly likely that the reclassification of the A1123 would have no impact on the volume of both good vehicles and lighter traffic using the road. A possible benefit of this intervention would be the ability to use traffic calming features that would not be possible to implement on an A road.

### Financial Implications

- 2.10 DfT distributes a significant proportion of capital funds for highways maintenance to local authorities using a formula. This "needs-based" formula very largely considers the lengths of roads of differing classes for which authorities are responsible. The formula applies a greater weighting for 'A' roads than it does for 'B' and 'C' class roads. Each km of 'A' road is worth more to the Authority than a Km of 'B' road.
- 2.11 It follows from the above that the reclassification of these roads from 'A' to 'B' will mean that the Council receives less money each year, on an ongoing basis. The actual loss to the

Authority for any given year will depend upon the total amount of funding distributed via the formula and will vary on that basis.

- 2.12 The effect that the proposed reclassifications would have been for CCC are set out below by financial year for illustrative purposes. This is likely to be indicative of the level of future losses:

- 2019/20      Loss of £200,000
- 2020/21      Loss of £322,000
- 2021/22      Loss of £244,000

- 2.13 DfT allocates capital funding via this formula to the Cambridgeshire and Peterborough Combined Authority (CPCA). The total provided to the CPCA is then split between CCC and PCC in agreed proportions. Since the formula affects the amount allocated to the CPCA, the proposed re-classification would also impact PCC under the current arrangements. It is for this reason that PCC have objected to the proposed declassification.

The effect that the proposed reclassifications would have been for PCC are set out below by financial year for illustrative purposes. This is likely to be indicative of the level of future losses:

- 2019/20      Loss of £46,000
- 2020/21      Loss of £74,000
- 2021/22      Loss of £56,000

- 2.14 There would also be a one-off cost to the Council of replacing and altering road signs to reflect the change in classifications. No detailed work has been undertaken to form an accurate schedule of work, but it is estimated by officers that the cost of this work for designs and works would be roughly around £10,000.

- 2.15 Given the re-classification would cause an annual loss in funding it is proposed not to implement the change at this time but to do some further analysis and consider options for implementing traffic calming measures.

### 3. Alignment with corporate priorities

#### 3.1 Communities at the heart of everything we do

The following bullet point sets out details of implications identified by officers:

- Officers have pursued the work to prepare this report following a local County Councillor's motion to full council as explained in paragraph 1.1

### 3.2 A good quality of life for everyone

The following bullet point sets out details of implications identified by officers:

- If the outcome of reclassification leads to fewer HGVs travelling on the roads that are currently the A1123 and A1421 then this could have a positive impact on the quality of life of people living on these roads. However, the Diamond Area report and technical analysis conclude that changing the road classification is unlikely to lead to fewer HGVs and other vehicles using the route.
- Any traffic that were displaced from these roads would need to use alternative routes, which might adversely impact upon the quality of life for those living on or near to those routes.

### 3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority

### 3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The following bullet point sets out details of implications identified by officers:

- If the outcome of declassification leads to fewer HGVs travelling on the A1123 and A142 then this could have a positive impact in terms of a safer, cleaner, greener environment for the towns and villages along the route. However, the Diamond Area report and technical analysis conclude that changing the road classification is unlikely to lead to fewer HGVs and other vehicles using the route

### 3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

## 4. Significant Implications

### 4.1 Resource Implications

The report above sets out details of significant implications in paragraph 2.12

### 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

The report above sets out details of significant implications in paragraph 2.1

### 4.6 Localism and Local Member Involvement

The report sets out details of significant implications in paragraphs 1.1 and 2.1

### 4.7 Public Health Implications

There are no significant implications within this category

#### 4.8 Environment and Climate Change Implications on Priority Areas

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: no significant implications

##### 4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: there may be some impact on the route drivers take but this is unlikely to be significant given the primary use of the road is for local journeys.

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

Neutral Status:

Explanation: no significant implications

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: no significant implications

##### 4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: no significant implications

##### 4.8.6 Implication 6: Air Pollution.

Neutral Status:

Explanation: If the outcome of declassification leads to fewer HGVs travelling on the A1123 and A1421 then this could have a positive impact in terms of transport emissions in the towns and villages along the route. However, the Diamond Area report and technical analysis conclude that changing the road classification is unlikely to lead to fewer HGVs and other vehicles using the route

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

Neutral Status:

Explanation: no significant implications

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Amy Brown

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



Name of Officer: Elsa Evans

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

Name of Officer: Sarah Silk

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

Name of Officer: Richard Lumley

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

Name of Officer: Iain Green

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

Yes

Name of Officer: Emily Bolton

## 5. Source documents

### 5.1 Source documents and locations

Highways Act section 12 (3)

[Highways Act 1980 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

DfT guidance on reclassifying roads

[Classifying roads and organising the primary route network - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/guidance/classifying-roads-and-organising-the-primary-route-network)

Consultation responses

See Appendix 2

HGV Diamond Area Study

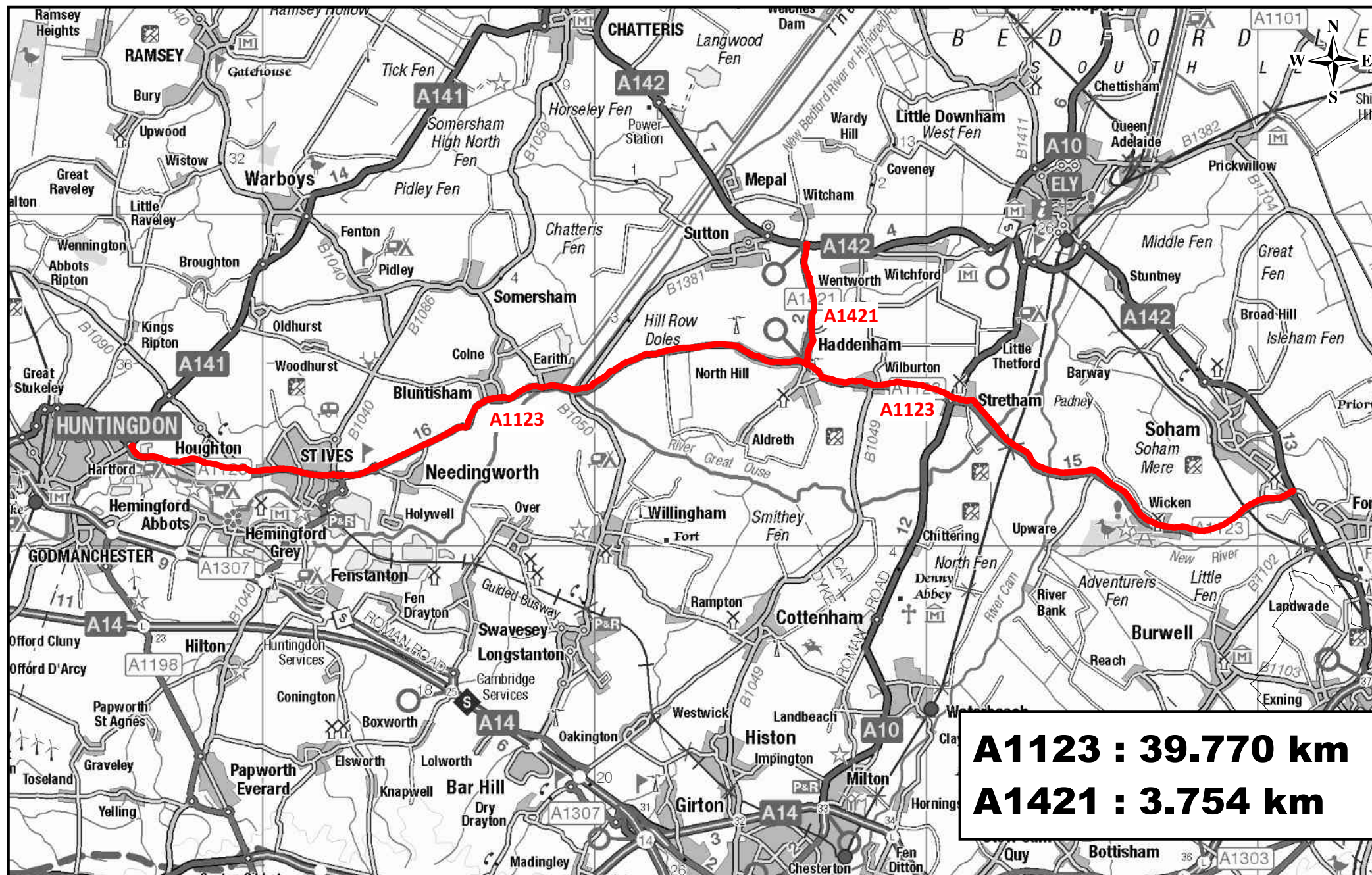
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/transport-studies>

Highways Operational Standards (HOS)

[A4 Portrait-blue \(cmis.uk.com\)](https://www.cmis.uk.com/A4-Portrait-blue)



# Cambridgeshire County Council : A1123 and A1421 extents



**A1123 : 39.770 km**  
**A1421 : 3.754 km**



Organisation	Electoral area	Comments	For / against / neutral
Cambridgeshire County Councillor Cambridgeshire County and East Cambs District Councillor	The Hemingfords & Fenstanton St Ives North and Wyton	I have no objection to this work continuing, bearing in mind that a Motion put forward by Cllr Hunt on 15 <sup>th</sup> December was duly voted on and passed, I have nothing else to add I agree entirely with Cllr Hunt's email and would also ask that you consult with the relevant town/parish councils, schools and district councillors	neutral for
Cambridgeshire County Councillor	St Ives South and Needingworth	I can confirm my comments are in agreement with the proposal and are the same as Cllr Fullers and I would add that if at all possible could we consult with those dwellings that abut directly on to the A1123, I know there are not many and they would appreciate being consulted	for
Cambridgeshire County Councillor	Somersham and Earith	"I fully support the change in classification of the A1123 to B status. For too long rural villages along the route have been blighted by too much heavy traffic. Earith High Street in particular has narrow footpaths and many old properties with shallow foundations very close to the road. Ideally I would like to see a weight restriction imposed and will continue to pursue this. However in the short term, something must change to improve the life of roadside residents in Earith and Bluntisham. I regret the loss of vital revenue that will result from the change in status and would seek to avoid it if at all possible. Should County Highways put forward an alternative package of local improvement measures along the A1123 utilising the potential £300k first year cost, then I would be happy to review my recommendation. I am aware that Earith and Bluntisham Parish Councils hold a similar view and have listened to them before responding	for
Cambridgeshire County and East Cambs District Councillor	Soham South and Haddenham	As you can imagine, I am 100% supportive of this proposal which as a motion was passed by CCC Full Council on 15th December with no member voting against. The reclassification will: Allow more traffic calming actions. Reduce both Car and Commercial vehicle traffic volumes. Contribute towards carbon reduction in the Towns and Villages along the route. Reduce noise and vibrations. Reduce damage to homes and parked vehicles. Reduce diesel particulates. Increase safety for	for
Cambridgeshire County and East Cambs District Councillor	Sutton	infirm. <del>buggies</del> . children and adults with limited mobility. Reduce wear and tear to road surfaces. The A1123 is one of a number of roads in the County that is heavily used by traffic, including heavy commercial vehicles, on its way through narrow residential village streets not designed or intended for this volume of traffic. There is a County Council working group which is currently reviewing the Council's policy in this matter; and there is also an existing County Council policy on reclassification of roads. These, not a standalone and unevidenced motion to the Council, are the appropriate means to use to raise and resolve these issues. I am in principle supportive of proposals that are effective in addressing excessive heavy vehicle traffic on village roads. I would like to make the following detailed points. 1. Reclassification of the A1123 should not result in a net reduction in the funding available to the Council to maintain the road. We have been advised by officers that the proposal to reclassify the A1123 will lose the Council £250,000 a year in road maintenance funding from the Government. It has finally been admitted by those promoting this scheme that this is indeed the case. Furthermore Cambridgeshire and Peterborough are set to lose £7.5 million in Government funding for road maintenance this coming year, which will add to the financial pressure on highways maintenance everywhere across the county and reduce even further the council's room for financial manoeuvre. Before reclassification of the A1123 is formally progressed, a proper cost benefit analysis should therefore be conducted and reported to the Highways & Transport Committee, both of the impact on the A1123, and of the impact on other roads in the county whose maintenance may deteriorate as a result of this proposal. Such an analysis could of course, and indeed should, consider the effects of reclassification more widely. If it could be shown to have benefits to public health, for example, or to reduce injury accidents, those would be entirely relevant considerations. 2. Reclassification of the A1123 should not simply tip its traffic problems onto the roads of neighbouring villages. An analysis should therefore be carried out of the changes in traffic flow that would result from reclassification of the A1123, with this information reported to the Highways & Transport Committee and shared with those villages and with the police for their comments. 3. It is self-evident that reclassifying a road will not in itself change its use by drivers, including drivers of heavy commercial vehicles who will continue to use the quickest and most convenient route for their journeys. The village in which I live, Sutton, is on the B1381, which is still widely used by heavy vehicles despite its classification as a B road. Reclassification will only deter traffic, or slow its speed, if it is accompanied by practical interventions to achieve these aims—weight limits, speed limits, and other speed restriction measures. Commitment to these initiatives should be absolutely integral to any move to reclassify the A1123. Finally, I would note that the use of the A1123 is not uniform along its entire length. Indeed part of the A1123 in the St Ives and Houghton area is also part of the County Council's Advisory Strategic Freight Route. This further demonstrates that a decision to reclassify the A1123 can only be taken in the wider context of the Council's ongoing review of its policy on heavy commercial vehicles in villages.	neutral - further analysis proposed
East Cambridgeshire District Councillor	Stretham	Thank you for your email regarding this hugely important proposal to reclassify the A1123 and A1421 to B roads. I 100% support what is proposed. As one of the two District Councillors for the Stretham ward I have lost count of the many times residents of my ward have requested this reclassification. The benefits of this initiative would have a major positive impact on the quality of life and safety for residents on this route. This proposal is also viewed by many residents in the surrounding villages as necessary and would contribute tremendously to improving the air quality of the area.	for
Town Council - St Ives	St Ives	The proposal was discussed at the Council's Planning Committee on the 24 February. The Council's comments are limited to the stretch of roadway between Hartford roundabout to Earith. The Council does not agree with reclassification on this stretch as this is a main lorry route and there are concerns about the possible reduction in maintenance which could lead to increased noise pollution for residents of St Ives and accidents. There was no supporting background information with the consultation. The Council also requests further information on the following: Provision of background information on the reason for this proposal; Cost of new signage; Figures on any predicted reduction of traffic levels especially lorries; Whether this proposal would have any impact on the road gritting policy; How this proposal coordinates with other road schemes in the county and CCC carbon reduction policies.	against
Parish Council - Holywell-cum-Needingworth	Holywell-cum-Needingworth	Members considered the matter and discussed at some length. With the amount of development the Parish is currently having to absorb and associated traffic this will bring the members decided that it would be inappropriate to downgrade the road to a "B" road at this time. It was acknowledged that Needingworth does have the benefit of a bypass unlike villages further down the route e.g. Bluntisham & Earith. It was also noted that any downgrade would potentially impact on the St Ives study as this road joins Harrison Way at the Morrison's roundabout. The Council resolved <b>not</b> to support the reclassification to a "B" Road.	against
Parish Council - Bluntisham	Bluntisham	In principle Bluntisham Parish Council supports the change in classification. Our village is one of many who sees far too high a number of HGV's and other traffic travel through to save a few minutes journey time. Station and Rectory Road in Bluntisham have several properties and although now we have a 30mph speed restriction, it still causes concern for many while crossing the road to get to school or simply going for a walk. To be able to introduce a weight restriction through the village would be an ideal long term solution and Bluntisham Parish Council feel this would be the first step into getting this change. The Parish Council are concerned with the loss of revenue resulting from a change in status, however, feel that to do nothing would not change the circumstances either.	for
Parish Council - Earith Parish Council - Haddenham	Earith Haddenham	the Council decided that the road should be declassified to a B road status I will start by saying that this has been a long term objective of the Parish Council due to the high volumes of traffic through our village especially Heavy Goods vehicles taking short cuts due to hold ups on the primary routes. We were waiting to see what benefits the Ely Bypass, the A14 Upgrade and finally the improvements the A1(BP garage) and Lancaster way business park roundabouts would bring. Unfortunately the Covid Lockdown has meant that we will not see the full effects for some time yet. However , I can say as a resident of Hop Row that we are still experiencing a significant number of Articulated long distance HGVs that are coming through the village. These appear to be coming principally from the A142 via the A1421 and struggling to negotiate the crossroads in the middle of our village. I know that the brief traffic survey carried out by the CC in 2018 ? stated that only 7% of HGV traffic was through traffic, but this does not match out local experience. We were intending to carry out some lorry counts but this will have to wait until lockdown restrictions are eased. I will also say that at our Parish Council Meeting this month Parish Councillors voted to support the Reclassification and this is recorded in the minutes of that meeting. There was some concerns expressed as to loss of funding for maintenance on the Haddenham to Earith section but this it was felt should not be a major problem as there would be lower maintenance costs due to the reduced HGV traffic which seems to cause most of the damage and the fact that the road has to be maintained in a safe condition whatever it's classification. There were no issues on downgrading the A1421 and it should not have been an A road in the first case as it only encourages traffic to take short cuts through the villages rather than stay on the Principal routes where villages have been bypassed. As well as the volumes of traffic coming through our village we have a proven problem with speeding, confirmed by our proactive Speedwatch and Roadwatch sessions. Downgrading the road to B status will enable us to consider speed restricting measures not possible on A roads. As well as helping solve our speeding problems it will also maybe deter people from using shortcuts through our village and stick to major roads where villages have been bypassed	for for
Parish Council - Wicken	Wicken PC	In response to the consultation to reclassify the A1123 to a B road, Wicken Parish Council support the proposal. The Parish Council does have strong concerns with the condition of the road between Dimmocks Cote and the church in Wicken.	For
Parish Council - Soham Parish Council - Little Thetford	Soham TC Little Thetford	At the Full Council meeting on Monday 8 March Soham Town Council decided to support the re-classification of the A1123 & A1421. I fully agree as a PC and member of the public that the current A1123 is not fit for purpose as an A road especially now that the A14 improvements have been completed. My main concern is around HGV vehicles that use the A1123 and that they create a lot of both air and noise pollution. The A1123 passes through many villages and towns whereas the A14 and A142 bypass all the towns and villages along their routes. I would urge Cambridge CC to consider the impact that the A1123 has on the residents that live along it route and the cost of maintaining it as an A road, especially the section between Haddenham and Earith, which is always subsiding and has to have continuous road works and often requires long closures making travel for local residents difficult. Both the A14 and A142 are excellent roads and take away the need for the A1123. The only HGV that need to use this road should be for deliveries and collections along its route.	For for
Department for Transport	DfT	I can confirm that the Department has no objection to your councils plans to consult on the matter on the understanding that neither road forms a part of the Strategic Road Network and that the consultation is conducted in terms of the advice contained within the Guidance on Road Classification and the Primary Route Network including consultation with any other I can confirm that the Department has no objection to your councils plans to consult on the matter on the understanding that neither road forms a part of the Strategic Road Network and that the consultation is conducted in terms of the advice contained within the local authorities which might be affected by the routes re-classification. I should advise you that the equivalent B road classifications for both of these roads (i.e B1123 and B1421) are not available. If your council decides to re-classify they will need to be given designations B1543 or above (all numbers below this are already in use or reserved.) If you have a preference on numbers I can reserve these on our database.	neutral
Highways England Suffolk County Council	Highways England Suffolk County Council	Thank you for your consultation on this proposed change. Highways England has no objection to it or comments to make. Thank you for asking Suffolk County Council for comments on the potential reclassification of the A1123 and A1421. Having reviewed the proposals and noting that there are no legal restrictions on movements we do not consider that it has a significant impact of the public highways in Suffolk and do not have any objections to them.	neutral neutral
Peterborough City Council	Peterborough CC	On the principle of renumbering the A1123 and A1421 they would initially object, as this might directly impact on the funding provided by the Department for Transport (DfT) for maintaining the highway in Peterborough. For this objection to be withdrawn, PCC would need assurances that Peterborough's allocation from the DfT would be unaffected	neutral
East Cambs District Council Hunts District Council	East Cambs District Council Hunts District Council	This Council unequivocally supports Cambridgeshire County Council in its commitment and ambition to reclassify the A1123 (and A1421) from an "A" to "B" road. I confirm that Huntingdonshire District Council has no comments to make.	for neutral
Cambridgeshire and Peterborough Combined Authority Road Haulage Association Logistics UK Cambridgeshire Police	Cambridgeshire and Peterborough Combined Authority Road Haulage Association Logistics UK Cambridgeshire Police	It appears from your response that the questions and queries I had have been answered, therefore I would suggest that the CPCA have no objections to the re-classification of the A1213 and A1421.  No response No response	neutral   
East Cambs District Councillor	East Cambs District Councillor	Thankyou for the engagement. From a police TM perspective, I anticipate no objection to this proposal on the part of the Constabulary. However, I am somewhat guarded that following any de-classification, the issue of a rash of additional regulations (weight and/or speed reductions for example) are likely to come to the fore which of course would be subject to individual consideration and without an actual change to the road/highway environment may not be supported.	neutral
		I wanted to write to give my full support to this excellent proposal. Re-classification of the A1123 and A1421 to B roads would provide a huge improvement to the quality of life and safety for residents in this route. I also know that many residents and the parish councils in my ward (Soham and Wicken) very much welcome this proposal. I very much hope to see this happen as soon as possible	for



The Joint Parishes HCV Group

The Joint Parishes HCV Group

The HCV group are not opposed to the declassification of the A1123 and the A1421. However, we feel it would be a pointless exercise without other extensive traffic measures being implemented at the same time. CCC will incur a yearly financial loss by making the A1123 into a 'B' road so the financial benefit of implementing other control measures at the time could outweigh any shortfall and the cost to all taxpayers - (more detailed response is in a separeate document)

neutral but some reservations

St Ives Civic Society

St Ives Civic Society

I understand from the planning meeting of St Ives Town Council there is a proposal to downgrade the A1123 to B road status. Agenda and minutes of your council record this is a proposal by councillors representing the more rural eastern part of the route, albeit supported by councillors representing the western section. Other than a desire to reduce use of the route by long distance travellers no supporting information has been put forward. The use of the route is entirely different between the very rural eastern end and the much more heavily populated western end. In the St Ives and Hartford area the A1123 from Hartford to the A1096 and the whole of the A1096 is a County Council Freight Route. See: <https://www.cambridgeshire.gov.uk/asset-library/Cambridgeshire-Advisory-Freight-Map.pdf> This alone is confirmation of the commercial importance of the western end. Change of designation of the route is reported to result in a reduction of £250,000 per year in grant, approximately £10,000 per mile per year. However, lorry use would only slowly reduce as Sat Navs are updated/replaced whilst driver's memories would last for much longer. Meanwhile, maintenance costs would not reduce, resulting in either a deterioration in the route or a loss the county has to recover from elsewhere. I fear winter gritting would also be reduced. In the short term, whilst the works in Huntingdon continue on the link up of the A1307, some drivers will continue to favour the A1123 over the much longer access via the Bampton Hut interchange. Indeed local traffic, generated in the businesses of St Ives and northern Huntingdon, and sometimes travelling just between the two locations, will always use the route. Long term I understand proposals to improve all the junctions from the Ramsey Road junction on St Audrey Lane to the A1307 are being costed with a view to bringing forward a scheme of improvements. This work is urgent to help reduce rat-running in St Ives, as drivers seek shorter journey times. It should not be jeopardised by a change in designation to B road status. In conclusion the change should not be contemplated until after completion of the works in Huntingdon and a full survey and consultation has been carried out. This survey and consultation should also consider the retention of A road status for the Advisory freight route and the reclassification of the eastern section of the route.

against until further work is done

## Active Travel Fund: Mill Road Bus Gate Experimental Traffic Order

To: Highways and Transport Committee

Meeting Date: 27 July 2021

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

Electoral division(s): Romsey; Petersfield

Key decision: No

Forward Plan ref: N/A

Outcome: To consider representations received during the statutory six-month objection period to the Mill Road Bus Gate Experimental Traffic Order (ETO) and responses submitted as part of the additional non-statutory six-week public consultation on the Mill Road Bus gate and associated measures and to consider traffic management options for the future of Mill Road

Recommendation: Committee is asked to:

- a) Consider both the responses to the informal public consultation and formal objections to the Experimental Traffic Order;
- b) To decide whether to either
  - make the Mill Road Bus Gate Experimental Traffic Order permanent, subject to a continued review and consultation on options for exemptions as outlined in paragraphs 2.23-2.27 of the report, or
  - To remove the restriction and undertake a full review and consultation on options for the management and use of Mill Road, to include the possible exemptions, outlined in paragraphs 2.23-2.27 of the report;
- c) Remove the temporary build-outs from Mill Road as detailed in paragraphs 2.10-2.13 of the report; and
- d) Instruct officers to consider funding opportunities to carry out further consultation and development of a plan to address issues in Mill Road

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# 1 Background

- 1.1 On the 9th of May 2020, the Government announced that an Emergency Active Travel Fund (EATF) of £250M was being made available for authorities in England. This fund would be used to deliver pop-up cycle lanes, wider pavements that allow for social distancing, safer junctions and cycle and bus-only corridors to enable a greener recovery from the pandemic. More information on the EATF criteria is on the government website: [<http://tiny.cc/bxlxtz>].
- 1.2 The Cambridgeshire and Peterborough Combined Authority (CPCA) requested that Cambridgeshire County Council and Peterborough City Council develop proposals for temporary and experimental measures and agreed to forward fund work by the Councils to help achieve the tight deadlines involved in the Tranche 1 programme that required the delivery of measures to be completed within eight weeks from receipt of funding.
- 1.3 A range of ideas were put forward by County, City and District officers and Members that could meet the criteria and tight timescales for the delivery of Tranche 1 schemes. Amongst the schemes suggested were measures to address issues on Mill Road, Cambridge.
- 1.4 Mill Road is an east-west route linking the city's ring road, (A1134) (Brooks Road/Perne Road) and the city centre at East Road/Gonville Place. It passes over a railway line via a bridge, approximately halfway along its length. Over significant lengths of the route the footways and carriageway are of limited width. The road sits within the Mill Road Conservation Area. The road has a mix of commercial and residential properties and is renowned for its independent shops. Its many side streets are predominantly residential. Its 'High Street' feel is often considered unique within Cambridge and together with its close proximity to the city centre means there is a high level of activity in the area. Many residents and visitors choosing to walk or cycle along the road, mixing with vehicular traffic using the road for both access and as a through route. Cambridge train station is also located a short distance away and attracts further traffic.
- 1.5 Before the outbreak of the COVID 19 pandemic, the road's use as an alternative route to the ring road for through traffic, combined with local use and the volume of cyclists and pedestrians caused significant congestion at times, resulting in concerns over road safety and air quality. This high volume of traffic often causes conflict between motorised vehicles and pedestrians/cyclists resulting in an unpleasant environment for all.
- 1.6 Snap shots of average daily traffic flows from late 2019 and January and February 2020 (pre-lockdown) indicated that around 12,000 motor vehicles per day were using the western part of Mill Road and around 8,000 were using the eastern part. At the same times approximately 3,000 cycles and 5,500 pedestrians were counted on the western section and 1,600 cycles and 1,700 pedestrians were recorded on the eastern section.
- 1.7 Along with the general issues arising from the high levels of activity from mixed user groups, the geometry of the street presented significant difficulties in social distancing during the pandemic. Following discussions with local Councillors, a proposed Bus Gate at Mill Road Bridge was agreed as a way forward to remove through traffic and create additional space for pedestrians and cyclists to be able to safely socially distance. The

scheme was confirmed following some technical work to assess options and stakeholder engagement to ensure the scheme design was acceptable to key partners such as the emergency services and bus operators. CamCycle was also asked to comment on the proposed design.

- 1.8 An overarching Equality Impact Assessment (EqIA) was conducted for the EATF Tranche 1 programme to ensure protected characteristics were considered during the design stage for all proposals. An EqIA for the Mill Road Bus Gate scheme has been produced to support this paper and the decision to determine the future of the scheme, see [Appendix 1](#).
- 1.9 The Mill Road Bridge Bus Gate Experimental Traffic Order (ETO) which restricts vehicular traffic over the railway bridge, except for buses, cyclists and pedestrians was included within Tranche 1 scheme proposals that were approved at the Highways and Transport Committee on 16 June 2020 [<http://tiny.cc/txlxtz>]. The order came into operation on 24th June 2020 and enforcement commenced in August following a period where offending vehicles were issued an informal warning. The ETO is supported by signage and enforced by automatic number plate recognition (ANPR) cameras. This restriction enables additional space to be given over to pedestrians and cyclists to enable better social distancing and aims to encourage more people to travel by foot or cycle instead of by car to enable a greener recovery from the pandemic.
- 1.10 An ETO is made using powers from the Road Traffic Regulation Act 1984. Like a permanent Traffic Regulation Order (TRO), it can impose restrictions on the use of the highway or on users of the highway. However, the duration for which it can run is limited to a maximum of 18 months, during which time its effects would normally be monitored before a decision is taken on whether to make it permanent. Unlike a permanent TRO, where objections are invited before the introduction of a restriction, limited consultation is undertaken prior to its introduction and formal objections are made in the first 6 months after bringing the order into operation, allowing representations and comments to be expressed based on first-hand experience. Formal objections to an ETO must be made in writing.
- 1.11 The process for introducing Traffic Orders is defined in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The process includes, prior to implementation of the order, publication of public notice and a Statement of Reasons. Some modifications were made to this legislation to expedite the process, reflecting the government's tight timescales for the introduction of measures under the Emergency Fund, but the fundamental requirements remained unchanged. Alongside the formal process, it was considered that a broader public consultation should be undertaken to elicit as wide a range of views as possible, given the potential scale of the restriction's impact.
- 1.12 The reduction in traffic resulting from the bus gate and lockdown restrictions allowed a series of temporary build-outs to be installed using water filled barriers at various points along Mill Road to assist further with social distancing and reduce speeds. The build-outs implement priority working over short lengths of road where one flow of traffic is expected to give way to the other. They were installed at the same time as the ETO was put in place in June 2020. They do not require a traffic regulation order but need to be considered in

the context of their purpose, their current use and benefit.

- 1.13 The Government's ambition to secure a green legacy as the country builds back from the pandemic was supported by Gear Change – a bold vision for cycling and walking, published in July 2020. Its vision states "Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030". This ambition is strengthened by the promise of an updated Cycling and Walking Investment Strategy and commitment for further funding for sustainable travel initiatives.
- 1.14 Local transport policy through the Cambridgeshire and Peterborough Local Transport Plan (LTP) and County Council transport strategies support the importance of sustainable travel in reducing congestion, improve air quality and tackle issues of climate change. Active travel also provides significant health and wellbeing benefits.

## 2 Main Issues

- 2.1 This scheme was implemented under challenging and unprecedented circumstances, meeting tight timescales set by Government to react to an urgent need prompted by the global pandemic. The time-scales involved, and the pandemic itself, meant that there was no opportunity to gather specific pre-introduction data, undertake traffic monitoring and modelling to consider the impact of the scheme on Mill Road and affected routes in the area, to consider any mitigation on alternative routes against increased traffic nor undertake local stakeholder consultation. The scheme was therefore not subject to the typical level of pre-implementation technical review and stakeholder input. Whilst the restriction has been in place, traffic levels and pedestrian footfall has continued to be significantly affected by the combination of lockdown and the traffic restriction. Under these circumstances it has not been possible to attribute any impact solely to either the restriction, or the general pandemic lockdown, making a complete and objective assessment of the effects of the experimental order difficult.

### Responses from Statutory and non-statutory consultation

- 2.2 This section of the report summarises the main issues arising from both formal responses to the ETO and feedback received from the public consultation that should be considered in determining the future of the Bus Gate ETO at Mill Road bridge.
- 2.3 Analysis of all feedback was conducted by the County Council using a framework to structure all comments into themes. Two reports were produced separating comments submitted and analysed as part of the statutory objection period ([Appendix 2](#)) and non-statutory public survey ([Appendix 3](#)).

### Comments received during the statutory objection period

- 2.4 In the formal objection period following the implementation of the order on 24<sup>th</sup> June 2020, 668 representations from 577 respondents were made. A full analysis of the responses is included in [Appendix 2](#). The responses included a number of recurring themes, of which the key highlights are listed in the table below, along with officer comments.

Issue raised	CCC officer response
<p><b>Impact on Business:</b> Negative impact on businesses due to reduced passing trade and causing long delays to deliveries. Traders have provided information on the impact to their businesses included in the submitted petition</p>	<p>All properties and parking in the area of Mill Road remain accessible to all traffic including delivery vehicles. There is very limited parking on Mill Road itself. To the west of the railway, the residential areas off Mill Road are covered by resident parking schemes, as is the Coleridge West area to the east of the railway and south of Mill Road.</p> <p>Severing the route to through traffic does mean that access to parts of the street on either side of the closure has to be made via different routes which may increase motor vehicle journey time and mileage.</p> <p>Both the restriction and the pandemic have impacted on the movement traffic and the level of activity. It is not possible to disaggregate the impact of the ETO from the impact caused by the pandemic on local businesses. The Council has responded to suggestions to improve signage that clarifies business are open and remain accessible.</p>
<p><b>Impact on surrounding areas:</b> Concerns that the closure had displaced traffic onto surrounding residential roads, causing congestion issues, a drop in air quality, and an increased risk of accidents</p>	<p>It is inevitable that through traffic displaced by the closure will seek alternative routes. The timescale behind the restriction did not allow for any predictive modelling to be undertaken. Traffic counts on a number of surrounding roads have been analysed across the period of the pandemic, but it is not possible to assess the exact impact of increased traffic on surrounding roads as COVID19 restrictions have remained in operation and travel patterns have not returned to 'normal'.</p> <p>Coldham's Lane (See paragraphs 2.15 &amp; 2.19) and Cherry Hinton Road/Hills Road are the routes for displaced traffic that have been most widely stated.</p>
<p><b>Accessibilities and Equalities:</b> Concerns that the longer routes around the closure impacted negatively, more on people of low income and taxi users due to increasing cost and time to travel the longer routes.</p>	<p>Travelling around the closure will result in increased mileage and higher fuel costs for some road users. However, this may discourage the use of some motorised journeys in favour of walking and cycling. An Equality Impact Assessment has been carried out for the Mill Road ETO that assesses the impact on protected characteristics. Overall, the negative impact is not considered to be significantly different from other motorised vehicle users, but it is acknowledged that there will be increased mileage and fuel costs for some groups that have no option but to drive or use taxis. See <a href="#">Appendix 1</a>.</p>

<p><b>Social distancing:</b> Concerns have been expressed that social distancing was being used as an excuse to close the road and hinder motorised traffic and the scheme did not improve social distancing in the area</p>	<p>The Council responded to the Emergency Active Travel Fund by introducing a scheme in line with government criteria that provided greater opportunity to socially distance with a potential legacy of a greener recovery from the pandemic.</p> <p>The published Statement of Reasons says that the order was made in response to Covid-19 emergency to assist with social distancing, along with avoiding danger to road users, facilitating the passage of traffic (including pedestrians) and reducing congestion.</p>
<p><b>Exemptions:</b> The need for some form of access across the bridge for residents that found walking/cycling difficult. Suggestions included: a) allowing blue badge holders to be exempt from the bus gate;  b) allowing taxis to be exempt from the bus gate</p>	<p>a). A blue badge cannot be detected by ANPR cameras and the badges are assigned to a person rather than a vehicle, meaning that one person may travel in multiple vehicles. There is no practicable way of determining whether a vehicle is being driven by or carrying a blue badge holder. It is not reasonably practicable to provide an exemption to all blue badge holders whilst maintaining control on through vehicle numbers. Exemption might be possible to specified groups of blue badge holders, with vehicles being registered on an exempted vehicle list. Policy/criteria for the issue of exemptions would need to be developed and ideally would be considered on a city wide basis taking into account other access restrictions. A restrictive policy could raise potential equality issues and would ideally be developed in consultation with a wide range of stakeholders, including disabled groups. In earlier traffic control schemes(rising bollards) a member panel was established to consider applications for access through the restrictions in line with criteria approved by the County Council. Re-establishing a similar process could be considered.</p> <p>b) As taxis/private hire vehicles are licensed, it would be possible to add them to a list of exempted vehicles registered with the County Council that would allow the use of the bridge. Taxis are exempt from some of the bus gates in the city. Policy/criteria for the issue of exemptions would need to be developed and ideally would be considered on a city-wide basis following consultation.</p> <p>However, both taxis and vehicles displaying a blue badge present the same risks to communities as other car users. In communities where there is a high risk of vehicular through flow or areas where there is a high proportion of cycle and pedestrian transit, it may be desirable to limit as much vehicular access as possible to decrease community disruption, improve safety for all highway users and improve air quality.</p>

<p><b>Safety:</b> A lack of clarity from signage was felt to be decreasing safety, including motorised vehicles making dangerous manoeuvres to turn around, making the area less safe for cyclists and pedestrians. A number of comments regarding safety referred to the build-outs.</p>	<p>The Council has responded to suggestions to improve signage by adding additional signs where appropriate. Vehicles confronted by the restriction are required to turn in the road to avoid using the bus gate. It has to be acknowledged that the turning areas are limited for larger vehicles, however, the reduction in through motor vehicles on the route and reasonable forward visibility of turning vehicles reduces safety risk in such manoeuvres.</p>
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### Non-statutory six-week public survey

- 2.5 To reach a wider audience outside of the formal ETO process an online public consultation was undertaken to provide an additional opportunity for individuals to submit their opinion on the scheme. The consultation was live between 9<sup>th</sup> November and 24<sup>th</sup> December 2020 and a total of 3,526 responses were submitted.
- 2.6 The consultation was undertaken by the County Council, in line with best practice guidance from Consultation Institute. Following the best practice principles ensures that consultation is carried out with integrity, is visible to the public, is accessible, transparent and fair. The analysis suggested that there were potentially a number of duplicate responses submitted in response to the non-statutory public consultation, which may influence the number of responses either supporting or opposing the scheme. This issue, together with the high response rate, resulted in the analysis of the results of the consultation taking longer than anticipated. This is explained further in the report in Appendix 3.
- 2.7 A full analysis of the responses is included in Appendix 3. Many of the views expressed in the non-statutory consultation were similar to the views expressed in the statutory objection period.

### Petitions

- 2.8 Along with the individual comments and objections, a hand signed petition and three linked on-line petitions were compiled, all opposing the current restrictions, or some aspect of them, and seeking significant modifications or the re-opening of the Bridge. These were handed to the former Chair of the Highways and Transport Committee at a site meeting in December. The petitions are stated to contain 4,763 signatures in total.
- 2.9 The validity of the linked petitions has been questioned by CamCycle. It is stated that:  
*"We see no evidence that those signing the petition are aware that their names are apparently used to count towards the other petitions.  
It is likely that there will be crossover between these petitions, which could mean people are double-counted.  
We are aware of a signatory who has been added to other petitions without their permission and who has noticed the triplication of their signature across the petitions.  
It is clear from even the signatories themselves that it cannot validly be assumed that those in favour of one are in favour of the others"*

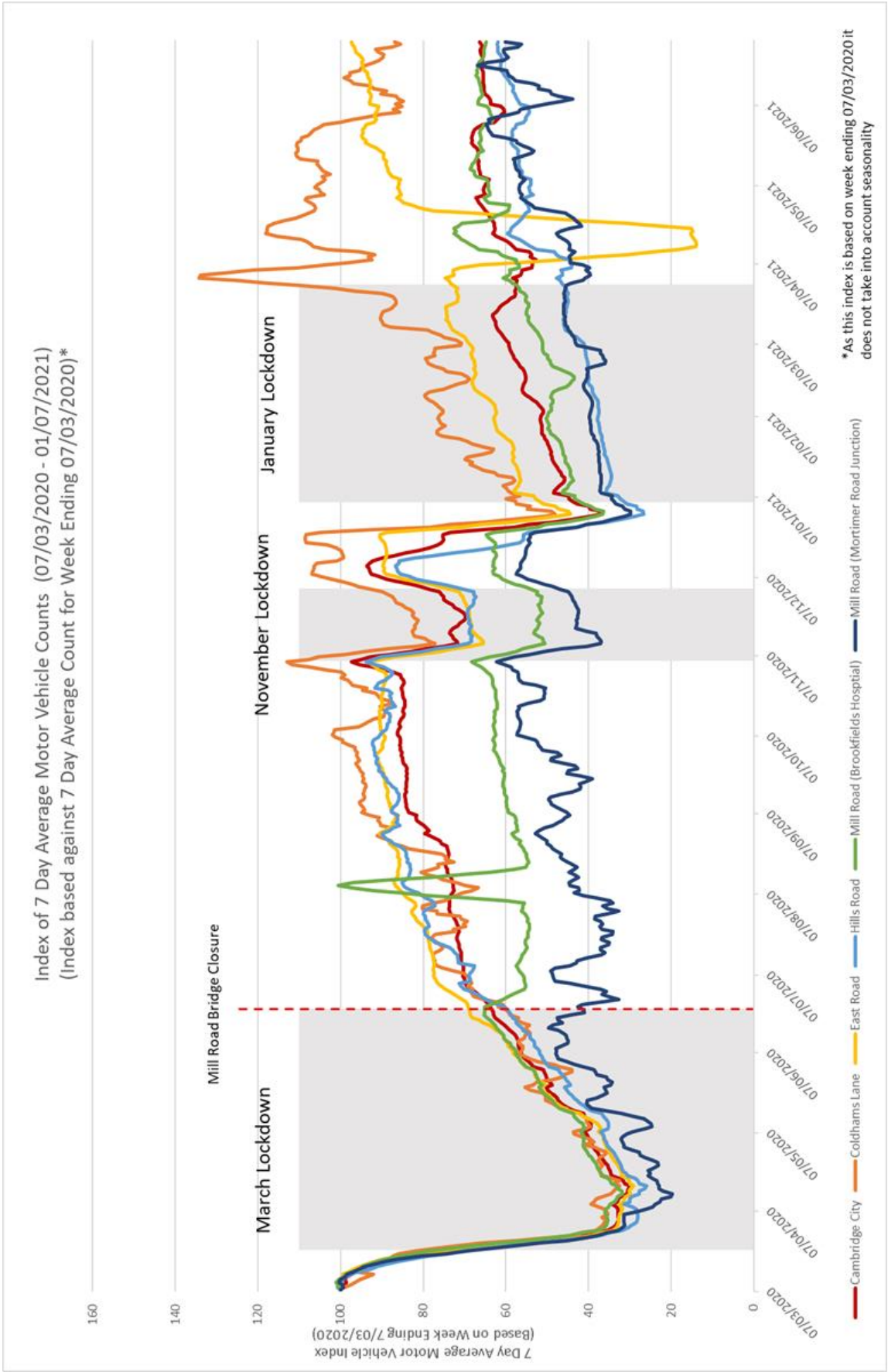
## Footway Build-outs

- 2.10 As mentioned in paragraph 1.12, temporary build-outs along the route were provided primarily to increase space for social distancing. A number of comments in both the formal responses and the public consultation have been made highlighting that the benefits provided are very limited. Further comments have suggested that they present potential hazards to road users, particularly cyclists.
- 2.11 The build outs do not require any traffic order for their use, but in order to be operationally practicable a reduction in motorised traffic volume is required. This is provided by the experimental bus gate restriction. The design of the build-outs is very temporary in nature due to the quick implementation and the experimental nature of the of the scheme.
- 2.12 It must be acknowledged that the appearance of the build-outs is unsightly and their temporary nature does present accessibility issues. The temporary nature means that they require routine maintenance to ensure that their position is maintained. It is not practicable to maintain them in their current form. A revised form (kerbing and footway construction) could replace the temporary arrangement, subject to funding availability, if the bus gate restriction becomes permanent. There are opportunities to improve the streetscape along Mill Road to further enhance the positive impact of reduced vehicular traffic. Any future changes would be best included as part of a wider environmental streetscape enhancement and traffic management strategy. This is outside of the scope of the current Emergency Active Travel fund and alternative funding would be needed.
- 2.13 Many comments received during the objection period and public survey related to the build-outs and were primarily negative. Officers have visited the site and observations have shown that use of the build-outs is limited in respect of social distancing and that there are occasions when both motor vehicles and cycles fail to observe the assigned priority and do not give way. However the two build-outs at the foot of the bridge serve to highlight the restriction and make sign positions prominent. The build-outs in any form can only be retained if traffic flows are reduced, however, given their apparent limited use and the lifting of social distancing requirements, it is recommended that with the exception of those on the bridge if the restriction is retained, they are removed, regardless of whether the committee decides to make the restriction permanent or not.

## Traffic impact

- 2.14 Some general traffic flow information is available from sensors across the city and in the area concerned. This data has provided an indication of fluctuations in volumes. During July and August of 2019 the bridge was completely closed to all traffic except for pedestrians and cyclists (who were required to dismount). The 2019 Bridge Closure did see a decrease in motor vehicles on both Mill Road and an increase on Coldham's Lane indicating that this is the preferred alternative route for many drivers. It should be noted that during this period other work was undertaken on gas mains and a major fire occurred, both of which may have had an effect on access and traffic volume. During Autumn 2020 when lockdown restrictions were eased, Coldham's Lane also saw the closest return to pre-lockdown levels of traffic compared to the other locations in the area, again indicating that it is bearing a significant amount of displaced traffic.

Trends in levels of motor vehicle traffic in Cambridge during the pandemic





- 2.15 Generally, across most of the Country, traffic levels have now returned to or close to pre-Covid levels. However, Cambridge City, along with some other areas, has bucked this trend and traffic levels across the city generally are still around one third lower than pre-Covid restriction levels. Mill Road is showing a reduction in motor vehicle use below this level whilst Coldham's Lane and East Road have returned to close to pre-pandemic levels. This may be indicative of the displacement of traffic, but again it is not possible to disaggregate the impact of the closure from the general variations in travel during the pandemic.

#### Other considerations

- 2.16 The Greater Cambridge Partnership's City Access agenda covers a range of work-streams designed to tackle congestion, improve air quality and encourage the shift towards sustainable transport modes. A key work-stream is a review of the city road network hierarchy which is being undertaken in partnership with the County Council and the CPCA. The project aims to define the future role of individual roads and streets within the hierarchy in terms of their movement and place functions to deliver healthy streets; this should define the future role for Mill Road. Another key output will be a set of principles governing how individual transport modes would utilise the road network which will also influence access on the Mill Road corridor.
- 2.17 Once a new hierarchy has been developed, an implementation plan would be developed to prioritise changes to the network to deliver its newly defined functionality. The timescale for delivery would be influenced and informed through alignment with other City Access work-streams. Given its importance, the hierarchy review is being fast tracked by officers but a definitive timescale is yet to be confirmed.
- 2.18 The GCP's Eastern Area Access Study is also likely to have implications for Mill Road and neighbouring routes such as Coldham's Lane, Hills Road and Newmarket Road.
- 2.19 It should be noted that a modal filter or other measures to reduce traffic volume on Coldham's Lane was requested as a part of the Active Travel Tranche 2 programme and was approved for further development. This could mitigate the impact resulting from Mill Road displaced traffic but illustrates the need to view restrictions in wider context as a restriction on Coldham's Lane will potentially move traffic to other route(s), the impact of which needs to be considered.

#### Air quality

- 2.20 Air quality is monitored by Cambridge City Council. Nitrogen Oxide (NO<sub>2</sub>) diffusion tubes are utilised in Mill Road and unsurprisingly, NO<sub>2</sub> readings have reflected traffic volumes. Again, the extent to which air quality is affected by either the bus gate restriction or the pandemic cannot be determined. If the restriction were to become permanent, it is reasonable to expect an improvement in air quality in Mill Road commensurate with the reduction in traffic. Additional traffic displaced onto other routes would generally be expected to have a detrimental impact on those routes, but there are seasonal and environmental factors that affect air quality which does not mean that there is automatically an increase in NO<sub>2</sub> of the same magnitude. See [Appendix 4](#).

## Bus Services

- 2.21 Bus operators have commented that their service using Mill Road (Citi2), a high frequency service, is now running more reliably to the timetable and has benefited from the bus gate, although this has been difficult to make an accurate comparison owing to abnormal operating conditions during the pandemic.

## Conclusions

- 2.22 Mill Road, although a “c” class road in the network, has historically carried a significant volume of through traffic to and from the city. As demand on access increases, managing its uses safely will become increasingly difficult. Public feedback through the consultation is shown to be mixed with a relatively balanced view of those who support or object to making the ETO permanent. The experimental restriction has highlighted transport benefits for many users of the road, particularly non-motorised users. At the same time, disadvantages have also been highlighted in respect of accessibility, especially for businesses, disabled drivers and taxi users, along with detrimental impacts on trade from reduced footfall and on alternative routes from displaced traffic. Balancing the pros and cons of the restriction has been made extremely difficult by the short timescale for introduction and the on-going restrictions on travel brought about by the pandemic. Such a restriction impacts on a wide area of the network and cross sections of the community. As such the future of Mill Road would ideally be considered in a holistic way rather than in isolation, including consultations with stakeholder groups and the public, along with traffic monitoring and modelling and consideration of mitigation on alternative routes. The time to undertake such a review is estimated to require at least 12 months and will be dependent on how quickly travel patterns stabilise and the future impact of the pandemic.
- 2.23 The current Active Travel Fund is of limited duration until March 2022 and it is not possible to deliver a complete review within the time available. Therefore, an alternative source of funding will need to be identified for the implementation of a final scheme. This would best follow the route hierarchy review and might be suited for inclusion in the Greater Cambridge Partnership’s programme but will require further discussion.
- 2.24 Initial consideration has been given options to address some of the issues raised at consultation. These are shown in the options appraisal in [Appendix 5](#) along with officer comments. These options could form some of the points for discussion and consideration during any consultation undertaken as part of the development of further proposals for traffic management in the area.
- 2.25 Whilst such a comprehensive study and design is undertaken there are two principal options for the committee:
- Make the experimental order permanent, or
  - Abandon the experimental order
- 2.26 Given the lack of clear data on the impact of the restriction, the decision will need to be made on the basis of alignment with national and local transport policy and stakeholder and public feedback.

- 2.27 The use of the ETO was driven to a large extent, by the pandemic and the Statement of Reasons states that it was made in response to Covid-19 emergency to assist with social distancing, along with avoiding danger to road users, facilitating the passage of traffic (including pedestrians) and reducing congestion. As restrictions are now easing, the emphasis on the purpose of the order has changed. If the current restriction were to be made permanent it is considered that a new permanent TRO should be advertised to reflect the change in need for the order. This would require a further publication of proposals and allow a further 21-day period for objections that would be referred back to Committee in due course.

### 3 Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do  
The report above sets out the implications for this priority in 1.13 and 1.14
- 3.2 A good quality of life for everyone  
The following bullet points set out details of implications identified by officers:
- A low traffic environment encourages active travel
  - Active travel options are less likely for mobility impaired people to travel along Mill Road who may suffer a financial impact in increased fuel costs or taxi fares
  - Potential air quality improvements on Mill Road resulting in health benefits
  - Longer motor vehicle journeys for some business operators, residents and visitors to Mill Road
  - Bus journey times are more reliable
  - Traffic displaced onto other routes along with associated problems that may need addressing
- 3.3 Helping our children learn, develop and live life to the full  
There are no significant implications for this priority.
- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment  
The following bullet points set out details of implications identified by officers:
- Improvement to air quality on Mill Road, although detrimental impact may be felt on alternative routes
  - Safer environment for active travel
  - Encourages mass passenger transport over private car
- 3.5 Protecting and caring for those who need us  
There are no significant implications for this priority

## 4 Significant Implications

### 4.1 Resource Implications

There are no significant implications within this category.

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

The following bullet points set out details of significant implications identified by officers:

- All work has been commissioned using the County Council's Contracted providers

### 4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The Traffic Order Process is subject to challenge if it is believed that the County Council has acted outside of its powers.

### 4.4 Equality and Diversity Implications

The report above sets out details of significant implications in the table in paragraph 2.4 and explained in more detail within the Equality Impact Assessments in Appendix 1.

### 4.5 Engagement and Communications Implications

The report above sets out details of significant implications in paragraphs 2.2 to 2.13, and in more detail within the Summary Reports in Appendices 1 and 2.

### 4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Local Members were engaged in discussions at an early stage of the development of the proposal and throughout the process.

### 4.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- A low traffic environment encourages active travel which can result in significant personal health benefits.
- Reduction in traffic and congestion can improve air quality on Mill Road which in turn has significant health benefits for those who live on or use the road.
- However, a detrimental impact may be felt on alternative routes.

### 4.8 Environment and Climate Change Implications on Priority Areas:

#### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: The proposal does not include any change to buildings.

#### 4.8.2 Implication 2: Low carbon transport.

Positive Status:

Explanation: The option to retain the bus gate reduces through traffic and creates a better environment for active travel modes, encouraging walking and cycling. A less congested route has also shown to improve bus journey times which may encourage travel by public transport. Should the decision to remove the bus gate is taken these benefits will not be realised.

- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.  
Neutral Status:  
Explanation: The proposal does not include any changes to the above.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.  
Neutral Status:  
Explanation: The proposal does not include any changes to the above.
- 4.8.5 Implication 5: Water use, availability and management:  
Neutral Status:  
Explanation: The proposal does not include any changes to the above.
- 4.8.6 Implication 6: Air Pollution.  
Neutral Status:  
Explanation: Reduction in traffic flow and congestion can improve air quality on Mill Road. However, a detrimental impact may be felt on alternative routes.
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.  
Neutral:  
Explanation: The proposal does not include any changes to the above.

## 5 Source documents

DfT Emergency Active Travel Fund – DfT Guidance - <http://tiny.cc/bxlxtz>

The following three documents above can be found at <https://tinyurl.com/yanu5mtb>

- Mill Road Bus Gate Experimental Order 2020
- Mill Road Traffic Order – Statement of Reasons
- Mill Road Experimental Order – notice

## 6 Appendices

Appendix 1 - Equality and Impact Assessment for Mill Road ETO

Appendix 2 - Mill Road ETRO: Summary Report of Statutory Objections

Appendix 3 - Mill Road ETRO: Summary Report of Consultation Findings

Appendix 4 - Mill Road: Air Quality Data

Appendix 5 - Mill Road Options Appraisal



# Equality Impact Assessment For employees and/or communities

*This EIA form will assist you to ensure we meet our duties under the Equality Act 2010 to take account of the needs and impacts of the proposal or function in relation to people with protected characteristics. Please note, this is an ongoing duty. This means you must keep this EIA under review and update it as necessary to ensure its continued effectiveness.*

## Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Place and Economy / Highways, Transport Strategy and Funding		Name:	Stacey Miller
Proposal being assessed:		Job Title:	Transport & Infrastructure Officer
Mill Road ETRO – Active Travel Fund scheme (Tranche 1)		Contact details:	Stacey.Miller@cambridgeshire.gov.uk
Business Plan Proposal Number: (if relevant)		Date commenced:	1 <sup>st</sup> February 2021
		Date completed:	14 <sup>th</sup> June 2021
<b>Key service delivery objectives:</b>			
<p><i>Include a brief summary of the current service or arrangements in this area to meet these objectives, to allow reviewers to understand context.</i></p> <p>Active travel, including walking and cycling, is a priority and local transport objective in Cambridgeshire. All transport infrastructure requirements and schemes are recorded in the Cambridgeshire Transport Investment Plan. Schemes are prioritised and funding sought as opportunities arise. Cambridgeshire and Peterborough Combined Authority (CPCA) is the local transport authority for Cambridgeshire. Active and sustainable travel are amongst the objectives as detailed in the CPCA Local Transport Plan.</p> <p>Employment - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the region's prosperity</p> <p>Resilience - Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability</p> <p>Accessibility - Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Health &amp; Wellbeing - Provide 'healthy streets' and high quality public realm that puts people first and promotes active lifestyles</p> <p>Climate Change - Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>			
<b>Key service outcomes:</b>			
<i>Describe the outcomes the service is working to achieve</i>			

## Equality Impact Assessment For employees and/or communities

Funding and delivery of an accessible, resilient, sustainable and safe local transport network.

### What is the proposal?

*Describe what is changing and why*

On the 9th of May 2020, the Government announced that an emergency active travel fund of £250M was being made available for authorities in England which would be used to deliver pop-up cycle lanes, wider pavements that allow for social distancing, safer junctions, and cycle and bus-only corridors.

The funding and associated guidance recognise that with requirements for social distancing, effective public transport capacity will be 10-20% of pre COVID-19 levels. Many parts of the road network do not have the physical or environmental capacity to cater for the displaced public transport trips, if those trips are made by car. For the transport network to operate effectively as the economy and society transition back to more normal levels of activity, more people will need to walk, cycle or work at home.

Funding was allocated to transport authorities to deliver the required schemes. The Cambridgeshire and Peterborough Combined Authority (CPCA) was allocated £642,429, from a first tranche of £45M nationwide.

The CPCA requested that Cambridgeshire County Council and Peterborough City Council develop proposals for temporary or experimental measures, and agreed to passport the funding and forward fund works by the Councils in advance of the receipt of funding from government. Cambridgeshire received £468,000 in the first tranche of funding. Government guidance on the use of the first tranche of the funding requires that delivery of measures should be completed within eight weeks from the receipt of funding. An initial list of temporary schemes was developed jointly with the District Councils and Greater Cambridge Partnership (GCP).

The forward funding from the CPCA meant that some early schemes could be designed and implemented very quickly to meet the very tight deadlines set by Government. The Mill Road Bus Gate Experimental Traffic Regulation Order (ETRO) which restricts vehicular traffic over the railway bridge, except for buses, cyclists and pedestrians, was identified as a scheme that should be delivered in tranche 1.

The Bus Gate ETRO was supported by a series of build outs using water filled barriers along the length of Mill Road, to assist social distancing.

The six-month objection period has since passed and a decision as to whether the ETRO will be removed or made permanent will be taken at Highways and Transport Committee in June 2021. This scheme specific Equality Impact Assessment (EqIA) focusses on the impact of the scheme in its current form.

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



## Equality Impact Assessment For employees and/or communities

*For example, statistics, consultation documents, studies, research, customer feedback, briefings, comparative policies etc.*

The lists of temporary scheme proposals across all five districts in Cambridgeshire to support walking and cycling have been developed by the County Council in discussion with the city and district Councils and the Greater Cambridge Partnership.

The Mill Road ETRO scheme was one of an initial list of proposed schemes for Tranche 1, and following technical work and supportive discussions with local Members was agreed to be implemented, constructed by Skanska through the CCC Highways contract.

The proposal had been assessed against how it fits with government guidance, direct transport benefits and impacts on the wider network, and the capability to deliver them quickly. An initial EqIA for the Tranche 1 programme was produced considering the impact on protected characteristics.

The implemented scheme has now undergone the statutory six-month objection period, and an additional six-week public survey to understand public feedback on the scheme. Now the scheme has been in operation for a significant period of time and extensive public comment has been received, a detailed consideration of protected characteristics can be made to assist with a decision on the future of the scheme.

### **Are there any gaps in the information you used to assess who would be affected by this proposal?**

*If yes, what steps did you take to resolve them?*

Despite the initial tight timescales involved which provided challenges to assessing a scheme specific Equality Impact Assessment, it is now felt that since the scheme has been operational and extensive public engagement has now taken place over a period of 8 months, it has enabled a more thorough understanding of the issues.

### **Who will be affected by this proposal?**

*A proposal may affect everyone in the local authority area / working for the local authority or alternatively it might affect specific groups or communities. Describe:*

- *If the proposal covers all staff/the county, or specific teams/geographical areas;*
- *Which particular employee groups / service user groups would be affected;*
- *If minority/disadvantaged groups would be over/under-represented in affected groups.*

*Consider the following:*

- *What is the significance of the impact on affected persons?*
- *Does the proposal relate to services that have been identified as being important to people with particular protected characteristics / who are rurally isolated or experiencing poverty?*
- *Does the proposal relate to an area with known inequalities?*

## Equality Impact Assessment For employees and/or communities

- *Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?*

### The Mill Road community:

The restriction on through access over the Mill Road bridge can have impacts on those who live, work or access Mill Road, who will no longer be able to access over the railway bridge in any motorised private vehicle, and therefore has to find an alternative route by car or choose to walk or cycle as an alternative.

All residents wishing to cross the railway who live on or near to Mill Road who continue to travel by private vehicle will experience the same level of inconvenience from increased journey times and therefore does not significantly impact any specific persons with protected characteristics. There is public parking on either side of the railway bridge (at Gwydir Street car park and Great Eastern Street), and blue badge holders are still able to park on yellow lines, providing that it is not during the hours of operation of a prohibition on loading/unloading, to allow closer access. Some feedback has suggested that the reduction in vehicular traffic has had a positive impact on those using mobility aids due to reduced pavement parking.

The buildouts along Mill Road do reduce the opportunity for blue badge holders to park closer to some of their destinations. Therefore, there is a negative impact to blue badge holders regarding the build out design. The temporary nature of the design of the build outs has been a challenge to ensure it is accessible for all, for example the temporary tarmac used in replacement to a dropped kerb provides a negative impact for those with disabilities such as poor sight, using a wheelchair or mobility scooter or those with a pushchair. The build-outs in their current form will be removed. If members decide to include build-outs as part of a permanent restriction a more appropriate design will be used.

All residents who rely on taxis or private hire vehicles (PHV) have been impacted by the Bus Gate as neither taxis or PHVs are exempt, and the longer journeys do result in an increase in fares. Some residents who rely on these services are those unable to drive owing to choice or low income and includes disabled or elderly residents, who are often not able to choose walking or cycling as an alternative method of travel. Therefore, there is a negative financial impact on taxi/PHV users including the disabled and/or elderly.

The scheme supports use of sustainable transport methods such as walking, cycling and buses by creating a more reliable bus route. This has a positive impact on people who cannot afford to own a private car but are able to use alternative modes of travel. Feedback from the bus operator has indicated reduced delays along the corridor due to the reduction in congestion and improved reliability of journey times. This would make bus services a more attractive alternative, particularly important as COVID restrictions ease and passenger transport is once again encouraged.

Access on Mill Road is only restricted at the railway bridge and all vehicular traffic has access up to this point. Signage is in place to notify road users of the restriction and that all businesses remain open. No parking spaces along Mill Road

## **Equality Impact Assessment For employees and/or communities**

have been removed. However, the buildouts do provide some restrictions to direct access outside some premises. The increase in journey times to access businesses or properties on or near to Mill Road has impacted visitors, employees and delivery vehicles who are not able to access over the bridge, however there is no significant specific impact to any persons with protected characteristics.

The improved safety for pedestrians and cyclists presents a positive impact for residents and visitors to Mill Road of all demographics who choose to walk or cycle on the road. Feedback has noted that the reduction in motorised traffic and pavement parking has allowed safer, more accessible travel for younger pedestrians and cyclists or families using these modes of transport and has therefore had a positive impact on younger people and families, as well as the wider community who have chosen to walk and cycle more. The reduction in traffic has reported to have improved air quality and reduced noise pollution which is a significant positive impact to all the immediate community and those accessing Mill Road.

Some feedback has mentioned a perceived reduction in personal safety along Mill Road at night due to the reduction in traffic, and in particular the negative impact on women alone at night who may choose to walk instead of paying for a longer taxi journey.

There is a negative impact on members of the community who would usually access their place of worship by travelling by private vehicle over the bridge, but now have a longer journey to do so. Those who are able would be able to walk or cycle as an alternative, but for those who have impaired mobility will be more negatively impacted by the scheme.

### The wider community:

The restriction on through access over the Mill Road bridge can have impacts on the wider community.

The restriction of through traffic over the railway bridge will impact on road users that would have previously used Mill Road to access Cambridge City Centre who now experience longer journey times using alternative routes. However, there is no significant impact on specific persons with protected characteristics.

Residents of surrounding roads are impacted by the traffic displaced by the restrictions on Mill Road. There are a number of arterial roads, such as Coldhams Lane, Newmarket Road and Hills Road that are used as an alternative route, as well as some side-streets off Mill Road that are used to accommodate turning traffic. These roads may experience increased traffic levels and the negative impacts this causes, such as increased noise and air pollution and more unpleasant walking or cycling environment. The increased traffic on alternative routes may have some impact on people with protected characteristics for example those with respiratory problems or reduced mobility.

### Overview:

## **Equality Impact Assessment For employees and/or communities**

The Mill Road proposal initially intended to reduce inequality by protecting public health by enabling physical distancing, safe and sustainable journeys and reducing harmful impacts of motor traffic. It is understood that certain protected groups, including older people, men and people from Black/Asian background, are more vulnerable to Covid-19. The scheme has potential to provide a green legacy in respect to increasing active travel.

## Equality Impact Assessment For employees and/or communities

### Section 2: Scope of Equality Impact Assessment

Scope of Equality Impact Assessment					
Check the boxes to show which group(s) is/are considered in this assessment. Note: * = protected characteristic under the Equality Act 2010.					
*	Age	<input checked="" type="checkbox"/>	*	Disability	<input checked="" type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	*	Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input checked="" type="checkbox"/>	*	Race	<input checked="" type="checkbox"/>
*	Religion or belief (including no belief)	<input checked="" type="checkbox"/>	*	Sex	<input checked="" type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>			
	Rural isolation	<input type="checkbox"/>			
				Poverty	<input checked="" type="checkbox"/>

### Section 3: Equality Impact Assessment

***The Equality Act requires us to meet the following duties:***

*Duty of all employers and service providers:*

- *Not to directly discriminate and/or indirectly discriminate against people with protected characteristics.*
- *Not to carry out / allow other specified kinds of discrimination against these groups, including discrimination by association and failing to make reasonable adjustments for disabled people.*
- *Not to allow/support the harassment and/or victimization of people with protected characteristics.*

*Duty of public sector organisations:*

- *To advance equality of opportunity and foster good relations between people with protected characteristics and others.*
- *To eliminate discrimination*

For full details see the [Equality Act 2010](#).

We will also work to reduce poverty via procurement choices.

Research, data and/or statistical evidence
List evidence sources, research, statistics etc., used. State when this was gathered / dates from. State which potentially affected groups were considered. Append data, evidence or equivalent.
Government traffic management guidance in response to COVID-19 Government guidance on Reallocating road space and measures to enable social distancing  National Travel Survey and Cambridgeshire traffic monitoring report – user types and number

## Equality Impact Assessment For employees and/or communities

Emergency legislation relating to Traffic Regulation Order and the application of public sector equality duties.

### Consultation evidence

*State who was consulted and when (e.g. internal/external people and whether they included members of the affected groups). State which potentially affected groups were considered. Append consultation questions and responses or equivalent.*

Due to the very tight timescales involved, no public consultation was undertaken prior to implementation of the Mill Road proposal. Local stakeholders were consulted on the development of the proposal:

- County Council officers
- City Council officers
- Greater Cambridge Partnership

Key stakeholders were engaged prior to implementation:

- Local bus operators
- Emergency services
- Cambridge Cycle Campaign
- Local Councillors

Since the implementation of the scheme, it has been subject to a statutory six-month objection period where email representations were made to the Council and logged. An additional six-week online public survey was undertaken to gather public feedback on the scheme. Due to COVID-19 restrictions public events were not possible. Reports of both engagement activities can be found here [\[link\]](#).

### Based on consultation evidence or similar, what positive impacts are anticipated from this proposal?

*This includes impacts retained from any previous arrangements. Use the evidence you described above to support your answer.*

#### ETRO:

- Reduced volume of traffic and improved space for cycling has encouraged more people to cycle along Mill Road, including young people travelling to school, families and wider demographics taking up cycling instead of using a private car.
- Reduced volume of traffic has created a safer and more pleasant environment for pedestrians to walk along Mill Road and spend more time there.
- Reduced congestion on Mill Road has created an improved bus corridor and resulted in less delays to bus services. More reliable bus routes make travelling by bus a more attractive form of travel and positively impact users who are unable to travel by private car.
- Reduced volume of traffic and congestion has improved air quality and reduced noise pollution making it a more pleasant and safer environment to spend time in.

## Equality Impact Assessment For employees and/or communities

### Build outs:

- Additional space created by build outs has enabled safe spaces to pass other pedestrians during social distancing restrictions, ensuring pedestrians do not step out on to a busy road to pass others.
- Reduced pavement parking has had a positive impact on those using mobility aids and has created a safer environment for pedestrians and cyclists.

### **Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?**

*This includes impacts retained from any previous arrangements. Use the evidence you described above to support your answer.*

### ETRO:

- Increase in journey time for all road users, including taxis, blue badge holders and delivery drivers who would usually travel over Mill Road bridge to access services on or around Mill Road, or who use it as a through route. However, blue badge holders will not experience this negative impact disproportionately more than other road users.
- Increase in taxi/PHV fares for those who rely on them as a form of transport as taxis and PHVs are restricted from access over the bridge.
- Impact on personal safety of pedestrians with reduction in traffic, in particular at night-time and for women who choose to walk instead of taking a longer more expensive taxi journey.

### Build outs:

- Impact on blue badge holders who may not be able to park as close to their destination than prior to the build outs being in place.
- Temporary design of supporting works to build outs e.g. tarmac instead of dropped kerbs, is not accessible for all, in particular for those using mobility aids, poor of sight, or using a pushchair.
- Intermittent design of build outs causes some congestion along Mill Road, in particular when vehicles are parked around the build outs and obstruct traffic flow further.
- Intermittent design of build outs causes some safety issues for cyclists who are not left with sufficient space from passing vehicles.

### **How will the process of change be managed?**

*Poorly managed change processes can cause stress / distress, even when the outcome is expected to be an improvement. How will you involve people with protected characteristics / at risk of poverty/isolation in the change process to ensure distress / stress is kept to a minimum? This is particularly important where they may need different or extra support, accessible information etc.*

The scheme was implemented under emergency measures in June 2020. Consultation was only possible once the scheme was in place and a six-month objection period began as part of the Experimental Traffic Regulation Order (ETRO). However, that objection period has now ended and an additional non-statutory public survey has been undertaken to ensure all public feedback is

## Equality Impact Assessment For employees and/or communities

understood prior to making a decision on whether the scheme should be made permanent or removed.

A decision will be made by members of the Highways and Transport committee in July 2021.

### **How will the impacts during the change process be monitored and improvements made (where required)?**

*How will you confirm that the process of change is not leading to excessive stress/distress to people with protected characteristics / at risk of isolation/poverty, compared to other people impacted by the change? What will you do if it is discovered such groups are being less well supported than others?*

As the scheme has been in place since June 2020, it has given those people affected by the scheme time to adjust, and if it was made permanent, no further changes would be experienced. For people who feel they have been significantly negatively affected by the scheme, the permanency of it may cause them stress or distress.

If there is a decision to remove the ETRO and vehicular traffic was again allowed access over the bridge, those people affected by the scheme would be allowed to readjust back to how they lived prior to the change. This may be a positive change for some, but for others who had benefitted from the scheme, this may cause them stress or distress.



## Equality Impact Assessment For employees and/or communities



### Section 4: Equality Impact Assessment - Action plan

See notes at the end of this form for advice on completing this table.

Details of disproportionate negative impact (e.g. worse treatment / outcomes)	Group(s) affected	Severity of impact (L/M/H)	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
Financial impact on people who rely on taxis/PHVs as a form of travel	Elderly, disabled, low income, non-drivers	L	Consider allowing an exemption to allow access for taxis and PHVs across the bridge dependent on the decision of the ETRO as part of a wider review of the County Council's exemption policy.	H&T Committee	July 2021	
Design of supporting build outs	Cyclists, mobility aid users	M/H	Consider the removal or re-design of build outs dependent on the decision of the ETRO	Project team/Executive Director & C/VC	Latest July 2021	
Impact of reduced traffic flow on perception of personal safety along Mill Road, particularly at night	Women, young persons, racial minority groups, gender reassignment	M	Monitor activity levels as covid-19 restrictions are lifted and business re-open. The 'opening-up' of the many hospitality business in the area should increase footfall in the area at night. This issue should also be considered alongside the consideration of allowing an exemption to taxis/PHVs across the bridge.	Project team	If made permanent – July 2022	

## Equality Impact Assessment For employees and/or communities

### Section 5: Approval

<b>Name of person who completed this EIA:</b>	Stacey Miller	<b>Name of person who approves this EIA:</b>	Jeremy Smith
<b>Signature:</b>		<b>Signature:</b>	
<b>Job title:</b>	Transport & Infrastructure Officer	<b>Job title:</b> <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Group Manager Transport Strategy and Funding
<b>Date:</b>	14 <sup>th</sup> June 2021	<b>Date:</b>	14 <sup>th</sup> June 2021

### Guidance on completing the Action Plan

*If our EIA shows that people with protected characteristics and/or those at risk of isolation/poverty will be negatively affected more than other people by this proposal, complete this action plan to identify what we will do to prevent/mitigate this.*

### Severity of impact

*To rate severity of impact, follow the column from the top and row from the side and the impact level is where they meet.*

		Severity of impact				Priority and response based on impact rating		
		Minor	Moderate	Serious	Major	High	Medium	Low
Likelihood of impact	Inevitable	M	H	H	H	<i>Amend design, methodology etc. and do not start or continue work until relevant control measures are in place.</i>	<i>Introduce measures to control/reduce impact. Ensure control measures are in use and working.</i>	<i>Impact may be acceptable without changes or lower priority action required. Or justify retaining low impact</i>
	More than likely	M	M	H	H			
	Less than likely	L	M	M	H			

## Equality Impact Assessment For employees and/or communities

	Unlikely	L	L	M	M	Or justify retaining high impact	Or justify retaining medium impact	
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### **Actions to mitigate impact will meet the following standards:**

- Where the Equality Act applies: achieve legal compliance or better, unless justifiable.
- Where the Equality Act does not apply: remove / reduce impact to an acceptably low level.

### **Justification of retaining negative impact to groups with protected characteristics:**

*There will be some situations where it is justifiable to treat protected groups less favourably. Where retaining a negative impact to a protected group is justifiable, give details of the justification for this. For example, if employees have to be clean shaven to safely use safety face masks, this will have a negative impact on people who have a beard for religious reason e.g. Sikhism. The impact is justifiable because a beard makes the mask less effective, impacting the person's safety. You should still reduce impact from a higher to a lower level if possible, e.g. allocating work tasks to avoid Sikhs doing tasks requiring face masks if this is possible instead of not employing Sikhs.*



Produced by the Cambridgeshire Research Group



## Mill Road ETRO: Summary Report of Statutory Objections

V1

April 2021

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research function based within the Business Intelligence Service. As well as supporting the County Council we take on a range of work commissioned by other public sector bodies both within Cambridgeshire and beyond.

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## Executive Summary

Between 24 June and 24 December Cambridgeshire County Council held a consultation on the Emergency Traffic Regulation Order (ETRO) on Mill Road. Between these dates a 6-month statutory objection order was conducted that gave members of the public and stakeholders the opportunity to write in and comment on the ETRO. In addition, a consultation survey was conducted between 9 November and 24 December 2020, which a separate report summarises.

668 responses from 577 individuals and stakeholders were received through the Policy & Regulation email addresses.

The key findings of this piece of work are:

- **Impact on businesses.** There were concerns about negative impacts on businesses on Mill Road, particularly a loss of trade. Some respondents felt that more could be done to work with/assist businesses in the area. Re-opening the bridge was the predominant view among those who felt the bridge closure was causing the loss of trade, however there was also other suggestions, including; allowing businesses, particularly their deliveries, to be exempt from the closure and/or removing delivery restrictions on Mill Road; helping businesses by advertising the area more widely; reducing business rates; and improving the signage for the closure so it was clear the bridge was still accessible to pedestrians/cyclists and that access was still available by motorised vehicle elsewhere
- **Impacts on pollution and safety.** That air pollution, noise pollution, and general safety (excluding the 'build-outs') for pedestrians and cyclists had improved along Mill Road due to the bridge closure reducing the amount of motorised traffic. However, some respondents were concerned that traffic had been/could be displaced onto surrounding areas and other bridges across the railway, causing a negative impact on air pollution, noise pollution and safety elsewhere, particularly areas that were residential in nature
- **Concerns about the build outs.** The 'build-outs' were perceived as dangerous by some respondents due to their placements near junctions, their negative impact on sight lines for those on the road, and the need for vulnerable road users such as cyclists to move into potential oncoming traffic.
- **Exemptions to the bridge closure.** That some form of exemptions to the bridge closure were needed. Predominantly this was called for those with blue badges but also included taxis and local residents, in order to avoid isolating vulnerable members of the community and those who couldn't walk or cycle. There was also a call for businesses, particularly their deliveries, to be exempt



## Methodology Summary

The notice regarding the Experimental Traffic Regulation Order for Mill Road was available through the County Council website. This notice explained that Mill Road would be closed to all motor vehicles, except local buses and pedal cycles, from the 24 June 2020 for an initial experimental period of eighteen-months. This notice was advertised in a local newspaper, Cambridge News, as well as site notices being erected on both sides of the Mill Road bridge.

An email and postal address was provided within the notice for anyone to raise an objection, which would need to be received within six-months of the order coming in to place, from the 24 June to 24 December.

668 responses from 577 individuals and stakeholders (respondents) were received through the Policy & Regulation email addresses. During the quality assurance process, responses from the same individual (identified through email address) or stakeholder (identified by who was being represented) were grouped together to ensure views were represented accurately.

### Analysis

Responses were analysed using qualitative methods, namely through thematic analysis using a frame of themes. The frame of themes were:

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• <b>Impact on Mill Road area</b> <ul style="list-style-type: none"> <li>○ Walking and cycling           <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Business           <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Air Quality           <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Noise           <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Safety           <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Social Distancing           <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> </ul> </li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>▪ Negative</li> <li>○ Accessibility and Equalities           <ul style="list-style-type: none"> <li>▪ Elderly</li> <li>▪ Disabled</li> <li>▪ Ethnicity</li> <li>▪ Sex</li> <li>▪ other</li> </ul> </li> <li>○ Exemptions</li> </ul> <ul style="list-style-type: none"> <li>• <b>Impact on Surrounding Areas</b> <ul style="list-style-type: none"> <li>○ Coldhams Lane</li> <li>○ Newmarket Road</li> <li>○ Hills Road</li> <li>○ Coleridge Road</li> <li>○ Cherry Hinton Road</li> <li>○ Other</li> </ul> </li> </ul> |
|---|---|

These themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created, and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. The percentage of responses to each theme is included in the report. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

## Statutory objections summary

Of the 577 respondents who contacted Policy & Regulation as part of the statutory objections phase of the Mill Road ETRO consultation period, **51% (293)** of them indicated they **objected** to the Mill Road ETRO. The reasons given were:

- **‘Business’** - 57% of those who objected. Responses discussed:
  - Concerns that the bridge closure had resulted in less passing trade, resulting in the potential and actual loss of local businesses in the area
    - There was concern this closure had compounded issues relating to closures on Mill Road in 2019
    - There was concern from respondents that Mill Road’s atmosphere had been negatively impacted by the closure, feeling the area was less ‘lively’
  - Concerns that the bridge closure was causing long delays to deliveries and for workers whose base was located on Mill Road, increasing costs and reducing the amount of work that could be done
  - Respondents felt that businesses could be offered more support from the council to adapt. Suggestions included; help with business rates; help with advertising the area; careful management of the signage, these respondents felt the use of the ‘word’ closure was inappropriate as only one area of the road limited access from motorised vehicles
- **‘Impact on surrounding areas’** – 47% of those who objected. Responses discussed:
  - Concerns that the closure had displaced traffic onto surrounding residential roads, causing congestion issues, a drop in air quality, and an increased risk of accidents
- **‘Safety’** - 39% of those who objected. Responses discussed:
  - That the build outs had caused conflicts between different forms of traffic, mostly buses and cyclists but there was also mentions of personal vehicles, as they attempted to pass in opposite directions. The build outs were felt to cause too much narrowing of the road and reduce line of sight, making it unsafe for cyclists
  - That better signage was needed for the one-way system for pedestrians and to indicate the road was only closed in one area to motorised vehicles. A lack of clarity from these signs was felt to be decreasing safety
  - That the closure had resulted in motorised vehicles making dangerous manoeuvres to turn around, making the area less safe for cyclists and pedestrians
  - That the road should be made one way instead of the closure, with the extra lane used to create safe cycle/pedestrian space
  - That the decrease in traffic meant Mill Road was unsafe to travel through at night
  - That enforcement was needed for anti-social/dangerous cycling. These respondents were particularly concerned about cyclists on the footpaths

- A few respondents indicated they felt Mill Road was safer for cyclists and pedestrians but, alongside the lack of access for taxis and Blue Badge holders/disabled drivers, the closure created more issues including decreased safety on surrounding roads
- **‘Walking and cycling’** - 36% of those who objected. Responses discussed:
  - That the build outs had caused conflicts between different forms of traffic, mostly buses and cyclists but there was also mentions of personal vehicles, as they attempted to pass in opposite directions. The build outs were felt to cause too much narrowing of the road and reduce line of sight, making it unsafe for cyclists
  - That better signage was needed for the one-way system for pedestrians and to indicate the road was only closed in one area to motorised vehicles. A lack of clarity from these signs was felt to be decreasing safety
  - That the closure had resulted in motorised vehicles making dangerous manoeuvres to turn around, making the area less safe for cyclists and pedestrians
  - That the road should be made one way instead of the closure, with the extra lane used to create safe cycle/pedestrian space
  - That enforcement was needed for anti-social/dangerous cycling. These respondents were particularly concerned about cyclists on the footpaths
  - A few respondents indicated they felt Mill Road was safer for cyclists and pedestrians but, alongside the lack of access for taxis and Blue Badge holders/disabled drivers, the closure created more issues including decreased safety on surrounding roads
- **‘Accessibilities and Equalities’** - 36% of those who objected. Responses discussed:
  - 55% of these discussed the proposals impacts on those with **‘Disabilities’**. Discussion points included:
    - Concerns that the proposals were causing disabled residents to become segregated from the city centre. These respondents felt that there was need for some form of access across the bridge for those with disabilities that made walking/cycling difficult. Suggestions included; allowing blue badge holders to be exempt from the closure; allowing taxis to be exempt from the closure
    - Concerns that the closure was increasing the cost of use and time traveling for taxis and car travel for disabled users due to the extended, more congested, routes they needed to take
  - 25% on the impact on the **‘Elderly’**. Discussions points were the same as those relating to ‘Disability’, with these respondents discussing the impacts on both older residents and those with disabilities
  - 13% on the impact on **‘Other’** groups under the Equality Act. These included, children and those on low income. Discussion points included:

- That the increased cost of use for taxis and personal vehicles, due to the detours needed to cross the bridge, were having an adverse effect on those on low incomes
  - That the buildouts were unsuitable for pushchairs and similar as well as being dangerous to younger cyclists due to the increased risk of conflict from the narrowed road
- 4% on the impact on **'Ethnicity'**. Discussion points included:
  - That the proposals negatively impacted on those from minority ethnic backgrounds due to the nature of the businesses in the area (and the negative impact the closure was having on these businesses) and the increased difficulty accessing places of worship
- 4% on the impact on **'Sex'**. Discussion points included:
  - That the reduction in traffic along Mill Road, particularly at night, was leading to a reduction in safety for women
    - Concerns the increased cost of taxis was resulting in more women walking alone Mill Road at night, compounding the issue
- **'Social distancing'** – 25% of those who objected. Responses discussed:
  - There was concern that social distancing improvements were being used as an excuse to close the road and hinder motorised traffic
  - That the signage, particularly for the one-way system for pedestrians to socially distance but also to what the build outs were for, should be made clearer, as pedestrians did not appear to be socially distancing in the area
  - Debate about whether the proposals had any impact on Covid-19 transmission, as these respondents felt outside transmission rates were too low for concern, particularly on passing others in the street
- **'Exemptions'** - 22% of those who objected. Responses discussed:
  - The need for some form of access across the bridge for residents that found walking/cycling difficult. Suggestions included; allowing blue badge holders to be exempt from the closure; allowing taxis to be exempt from the closure
  - The need for Mill Road businesses to have some form of access across the bridge for deliveries
- **'Air quality'** – 7% of those who objected. Responses discussed:
  - Concerns the buildouts were causing hold ups for motorised traffic, resulting in more engine idling and decreased air quality
  - That air quality was improved on Mill Road, but the displacement of traffic onto surrounding areas was causing a decrease in air quality elsewhere
- 3% of responses stated they **'opposed the Mill Road ETRO'** but, outside of a few of these respondents being concerned about the lack of prior consultation to the closure, did not give a specific reason for their opposition

- **‘Noise’** – 1% of those who objected. Responses were similar to the of ‘Air quality’, in that the buildouts were felt to increase congestion and so noise pollution, and that noise pollution was improved on Mill Road but worse in surrounding areas due to the displacement of traffic

**45% (261)** indicated they **supported** the Mill Road ETRO. The reasons given were:

- **‘Walking and cycling’** - 74% of those who supported. Responses discussed:
  - That the decrease in motorised traffic had resulted in Mill Road being safer and more pleasant, due to lower noise and air pollution, for pedestrians and cyclists
    - There was discussion from some of these respondents about it making them or was making them more likely to use Mill Road as a shopping destination
    - Some of these respondents indicated that they felt more comfortable allowing children/young people to cycle on Mill Road
    - Some of these respondents felt that the reduction in traffic was helping with social distancing, as pedestrians could safely ‘step out’ onto the road when required
  - That more enforcement was needed to reduce speeding vehicles, circumventing of the closure, and pavement parking
  - That widening of the pavement was needed more generally along Mill Road as well as adding cycle lanes, cycle parking, and seating
  - A few respondents felt the build-outs required some improvements, specifically that they give more room for cyclists to pass to avoid conflict with oncoming vehicles, particularly as lines of sight were not ideal
- **‘Safety’** – 66% of those who supported. Responses discussed:
  - That the decrease in motorised traffic had resulted in Mill Road being safer for pedestrians and cyclists
    - Some of these respondents indicated that they felt more comfortable allowing children/young people to cycle on Mill Road
  - That better signage was needed to indicate the road was only closed in one area to motorised vehicles. A lack of clarity from these signs was felt to be decreasing safety
  - That more enforcement was needed to reduce speeding vehicles, circumventing of the closure, and pavement parking
  - That the build-outs required some improvements, specifically that they give more room for cyclists to pass to avoid conflict with oncoming vehicles, particularly as lines of sight were not ideal
- **‘Business’** – 57% of those who supported. Responses discussed:
  - That the decrease in motorised traffic had resulted in Mill Road being safer and more pleasant, due to lower noise and air pollution, for pedestrians and cyclists, with respondents indicating that either they themselves were visiting

businesses more often or that the improvements would increase footfall and passing trade

- There was discussions about using the build outs or increased pedestrianising of the area to make it more attractive for customers
  - That exemptions to the closure and/or increasing parking for blue badge holders/disabled drivers and delivery vehicles, particularly removing the current restrictions, should be considered in order to help businesses and their customers
- That considerations should be made towards businesses in the area and adaptations made alongside them to help negate any potential negative impacts. Suggestions included improving the signage to make it clear businesses were still open and motorised vehicle access was still possible, and that businesses/delivery vehicles should be exempt from the closure and/or restrictions on deliveries lifted
- **‘Air quality’** – 41% of those who supported. Responses discussed:
  - That the reduction in motorised traffic had increased air quality on Mill Road
- **‘Accessibilities and Equalities’** - 27% of those who supported. Responses discussed:
  - 48% of these discussed the proposals impacts on those with **‘Disabilities’**. Discussion points included:
    - That there was need for some form of access across the bridge for those with disabilities that made walking/cycling difficult, by allowing blue badge holders to be exempt from the closure
    - That more disabled parking should be made available on Mill Road
    - That improvements should be made to the pavement space, either through widening or maintenance
    - That any street furniture avoids on-path placement to avoid hindering visually impaired pedestrians
    - That some form of shuttle bus/taxi service should be available along Mill Road for those that find walking/cycling difficult
  - 48% on the impact on **‘Other’** groups under the Equality Act, namely children/younger residents. These respondents felt the reduction in motorised traffic had made it safer for younger pedestrians and cyclists and the improvements to air quality meant less long-term health problems
  - 4% on the impact on **‘Elderly’** residents. Responses discussed:
    - That some form of shuttle bus/taxi service should be available along Mill Road for those that find walking/cycling difficult
    - That pavement space required better maintenance to avoid trip hazards
    - That improvements to air quality meant less long-term health problems
- **‘Social distancing’** - 20% of those who supported. Responses discussed:

- That the reduction in traffic was helping with social distancing, as pedestrians could safely 'step out' onto the road when required
- That the measures implemented had improved the ability to socially distance, as many of the paths were felt to be too narrow to do this normally
  - Some of these respondents still felt that more pavement widening was needed to allow people to safely socially distance
- That more enforcement/better signage was needed for the one-way system for pedestrians, as respondents felt this wasn't being adhered to
- **'Noise'** – 16% of those who supported. Responses discussed:
  - That the reduction in motorised traffic had reduced noise pollution on Mill Road
- 11% of responses stated they **'supported the Mill Road ETRO'** but did not give a specific reason for their support
- **'Exemptions'** – 8% of those who supported. Responses discussed:
  - That blue badge holders should be exempt from the bridge closure to ensure access wasn't limited for those who found walking/cycling difficult
  - That businesses/delivery vehicles should be exempt from the bridge closure and/or that delivery restrictions should be lifted to negate negative impacts on local businesses
  - There was debate among these respondents about whether taxis should be exempt from the bridge closure. Some felt they should in order to reduce the financial/time burden on those who may not be able to afford it and needed to use taxis, while some felt that they should not be exempt as it would decrease safety for cyclists
- **'Impact on surrounding areas'** – 8% of those who supported. Responses discussed:
  - Respondents were concerned that the Mill Road bridge closure could result in increased traffic in other nearby roads, particularly once Covid-19 restrictions are eased. These respondents felt this needed to be monitored and measures put in place to avoid it, particularly as they were residential streets

The remaining 4% (23) gave no indication of support or opposition and had contacted only to request further information (and in one case, sent an empty email).



Produced by the Cambridgeshire Research Group



# Mill Road ETRO: Summary Report of Consultation Findings

V1

April 2021

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## Executive Summary

Between 24 June and 24 December Cambridgeshire County Council held a consultation on the Emergency Traffic Regulation Order (ETRO) on Mill Road. Between these dates a 6-month statutory objection order was conducted that gave members of the public and stakeholders the opportunity to write in and comment on the ETRO (summarised in a separate report). In addition, a consultation survey was conducted between 9 November and 24 December 2020, which this report summarises.

3526 responses were recorded through a formal consultation questionnaire. Due to a large number of potential duplicates identified by Cambridgeshire County Council, the decision was made to focus analysis on the qualitative questions comments following advice from the Consultation Institute.

The key findings of this piece of work are:

- **Concerns about the build outs.** The 'build-outs' were perceived as dangerous by some respondents due to their placements near junctions, their negative impact on sight lines for those on the road, and the need for vulnerable road users such as cyclists to move into potential oncoming traffic. There was also concern about the 'dropped kerbs' being unusable/dangerous for pedestrians, particularly those with disabilities or pushchairs
- **Impact on businesses.** There were concerns about negative impacts on businesses on Mill Road, particularly a loss of trade. Although there was debate about whether the bridge closure from the ETRO or the pandemic was the reason behind this loss, most respondents felt that more could be done to work with/assist businesses in the area. Re-opening the bridge was the predominant view among those who felt the bridge closure was causing the loss of trade, however there was also other suggestions, including; allowing businesses, particularly their deliveries, to be exempt from the closure and/or removing delivery restrictions on Mill Road; helping businesses by advertising the area more widely; reducing business rates; and improving the signage for the closure so it was clear the bridge was still accessible to pedestrians/cyclists and that access was still available by motorised vehicle elsewhere
- **Impacts on pollution and safety.** That air pollution, noise pollution, and general safety (excluding the 'build-outs') for pedestrians and cyclists had improved along Mill Road due to the bridge closure reducing the amount of motorised traffic. However, some of these respondents were concerned that traffic had been/could be displaced onto surrounding areas and other bridges across the railway, causing a negative impact on air pollution, noise pollution and safety elsewhere, particularly areas that were residential in nature
- **Exemptions to the bridge closure.** That some form of exemptions to the bridge closure were needed. Predominantly this was called for those with blue badges but also included taxis and local residents, in order to avoid isolating vulnerable members

of the community and those who couldn't walk or cycle. There was also a call for businesses, particularly their deliveries, to be exempt

Two petitions were received from the Mill Road Traders Association (one handwritten and one online, that was linked with two other petitions: one from the Licensed Taxi Association and one from Labour City Councillor Gerri Bird), that called Mill Road to be re-opened. 839 signatures were recorded for the handwritten petition and 3924 to the online petition.

## Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online owned and earned media.

In light of coronavirus restrictions, consultation was primarily online with only limited in person socially distanced meetings with officers on request, in line with COVID-19 restrictions. This consultation covered the time of the second national lockdown.

There were over 5700 visitors to the dedicated website. Councillors and local stakeholders were contacted and requested to highlight the non-statutory survey via their networks. A press release was issued to Cambridgeshire media and details of the consultation were covered in the Cambridge Independent and Cambridge Newspapers and respective websites. A poster design was supplied to the traders' organisation for use in shop windows. Information about the survey was distributed via the County Council's social media channels: Facebook and Twitter. A high number of messages were received via email including statements in favour and against the scheme from local residents in and around the Mill Road area.

3526 responses were recorded through a formal consultation questionnaire.

During the quality assurance process, undertaken as part of all our consultation analysis practices, 623 responses were flagged as potential duplicates. These were identified due to repeat use of logins, identical unique user numbers (generated for anonymous users from browser cookies), and blocks of strongly support/strongly oppose submissions within short time frames.

Following advice from the Consultation Institute, and no cases of duplicate 'cut and paste' answers in the open comment qualitative questions, a purely qualitative analysis was undertaken of the formal consultation questionnaire in order to understand the impacts of the ETRO on Mill Road.

Frequencies of responses to all quantitative questions are presented in Annex A.

### Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of

the data was made at this point with issues such as checking for duplicate entries, data entry errors identified.

- **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp, login details (where a respondent has chosen to sign up to the online survey platform), and a unique user number for anonymous respondents based on cookie data of entries so patterns of deliberate duplicate entries can be spotted and countered.
- **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
- Within the qualitative analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Free text questions were analysed using qualitative methods, namely through thematic analysis using a frame of themes. The frame of themes were:
 

<ul style="list-style-type: none"> <li>● <b>Impact on Mill Road area</b> <ul style="list-style-type: none"> <li>○ Walking and cycling               <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Business               <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Air Quality               <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Noise               <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Safety               <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Negative</li> <li>○ Social Distancing               <ul style="list-style-type: none"> <li>▪ Positive</li> <li>▪ Neutral</li> <li>▪ Negative</li> </ul> </li> <li>○ Accessibility and Equalities               <ul style="list-style-type: none"> <li>▪ Elderly</li> <li>▪ Disabled</li> <li>▪ Ethnicity</li> <li>▪ Sex</li> <li>▪ other</li> </ul> </li> <li>○ Exemptions</li> </ul>
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- **Impact on Surrounding Areas**
  - Coldhams Lane
  - Newmarket Road
  - Hills Road
  - Coleridge Road
  - Cherry Hinton Road
  - Other
- These themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response and the question phrasing means that responses can refer to the same theme in different

ways). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- The final report is then written to provide an objective view of the results of the consultation.



## Survey Findings

We have a duty of care to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you think these proposals would either positively or negatively affect or impact and such person/s or group/s. You can find more information on the groups affected by the Equality Act 2010 at [www.gov.uk/definition-of-disability-under-equality-act-2010](http://www.gov.uk/definition-of-disability-under-equality-act-2010);

Of the 3526 responses recorded to the consultation survey, 36% answered the above question.

Comment Theme	Respondent comments
<b>Accessibility and Equalities</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme discussed the impacts on those with <b>'Disabilities'</b> <ul style="list-style-type: none"> <li>○ The need for some form of access across the bridge for those with disabilities that made walking/cycling difficult. Suggestions included; allowing blue badge holders to be exempt from the closure; providing some form of shuttle bus specifically for Mill Road; allowing taxis to be exempt from the closure</li> <li>○ Concerns that the closure was increasing the cost of use and time traveling for taxis and car travel for disabled users due to the extended, more congested, routes they needed to take <ul style="list-style-type: none"> <li>▪ Most of these respondents felt this was a reason to reopen the bridge</li> </ul> </li> <li>○ Feeling that pavements were more accessible to those using mobility aids due to a reduction in on pavement parking and increased safety/ease for other pedestrians to provide room due to lower traffic <ul style="list-style-type: none"> <li>▪ There was also call for further improvements to the condition and width of pavements down Mill Road</li> </ul> </li> <li>○ That the improvements to walking/cycling in general were of benefit to those with disabilities that are not able to drive</li> <li>○ Concerns that the tarmac used as a temporary replacement for a dropped kerb on the build</li> </ul> </li> </ul>

	<p>outs was unsuitable and potentially dangerous for those with disabilities, particularly those with mobility aids and sight issues. Similar issues were raised about the build outs more generally</p> <ul style="list-style-type: none"> <li>○ That the improvements in air quality made the area more accessible for those with disabilities, particularly if related to breathing difficulties. However, there were concerns that the displaced traffic would worsen air quality in surrounding areas</li> <li>○ That increasing the amount of pavement space available on the whole road would be more beneficial than the intermittency of the build outs</li> <li>○ Concerns that the proposals were causing disabled residents to become segregated from the city centre <ul style="list-style-type: none"> <li>▪ Most of these respondents felt this was a reason to reopen the bridge</li> </ul> </li> <li>○ Concerns that the proposals were making access to places of worship and business more difficult for those with mobility issues</li> </ul> <ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme discussed the impact on ‘Other’ groups under the Equality Act. These included, children, those on low income, and impacts on all groups generally. <ul style="list-style-type: none"> <li>○ That the reduction in motorised traffic and pavement parking allowed safer, more accessible travel for younger pedestrians and cyclists or families using these modes of transport <ul style="list-style-type: none"> <li>▪ There was also call for further improvements to the condition and width of pavements down Mill Road</li> </ul> </li> <li>○ That the increased cost of use for taxis and personal vehicles, due to the detours needed to cross the bridge, were having an adverse effect on those on low incomes <ul style="list-style-type: none"> <li>▪ Most of these respondents felt this was a reason to reopen the bridge</li> </ul> </li> <li>○ That the improvements to air quality in the area made it safer for younger residents. However, there were concerns that the displaced traffic would worsen air quality in surrounding areas</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>○ That the buildouts were unsuitable for pushchairs and similar</li> <li>○ That public transport in the area was too expensive and did not run at appropriate enough times for those on low incomes</li> <li>○ That the decrease in traffic at night left the area less safe for younger residents</li> </ul> <ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme discussed the impact on the <b>'Elderly'</b>. Discussions were often tied in with comments relating to 'Disability', namely: <ul style="list-style-type: none"> <li>○ That the reduction in motorised traffic and pavement parking allowed safer, more accessible travel for older pedestrians and cyclists</li> <li>○ The need for some form of access across the bridge for older residents that found walking/cycling difficult. Suggestions included; allowing blue badge holders to be exempt from the closure; providing some form of shuttle bus specifically for Mill Road; allowing taxis to be exempt from the closure</li> <li>○ Concerns that the closure was increasing the cost of use and time traveling for taxis and car travel for older residents due to the extended, more congested, routes they needed to take <ul style="list-style-type: none"> <li>▪ Most of these respondents felt this was a reason to reopen the bridge</li> </ul> </li> <li>○ That the improvements in air quality made the area better for older residents. However, there were concerns that the displaced traffic would worsen air quality in surrounding areas</li> <li>○ Concerns that the proposals were making access to places of worship and business more difficult for older residents</li> </ul> </li> <li>• A few of the respondents who discussed this theme discussed the impact on <b>'Ethnicity'</b> <ul style="list-style-type: none"> <li>○ That the proposals negatively impacted on those from minority ethnic backgrounds due to the nature of the businesses in the area (and the negative impact the closure was having on these businesses) and the increased difficulty accessing places of worship</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme discussed the impact on <b>‘Sex’</b> <ul style="list-style-type: none"> <li>○ That the reduction in traffic along Mill Road, particularly at night, was leading to a reduction in safety for women <ul style="list-style-type: none"> <li>▪ There was also discussion of the loss of trade accessing local businesses compounding this issue</li> <li>▪ Concerns the increased cost of taxis and lack of public transport at night was resulting in more women walking alone Mill Road at night, compounding the issue</li> </ul> </li> </ul> </li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>‘Positively’</b> <ul style="list-style-type: none"> <li>○ That the reduction in motorised traffic had resulted in a safer area for pedestrians and cyclists, with particular mention to those with disabilities, older and young residents</li> </ul> </li> <li>• Some of the respondents who discussed this theme did so <b>‘Negatively’</b> <ul style="list-style-type: none"> <li>○ That the build outs had caused conflicts between different forms of traffic, mostly buses and cyclists but there was also mentions of personal vehicles, as they attempted to pass in opposite directions. The build outs were felt to cause too much narrowing of the road</li> <li>○ Concerns that the tarmac used as a temporary replacement for a dropped kerb on the build outs was unsuitable and potentially dangerous for those with disabilities, particularly those with mobility aids and sight issues.</li> <li>○ That the reduction in traffic along Mill Road, particularly at night, was leading to a reduction in safety for vulnerable users</li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>‘Neutrally’</b> <ul style="list-style-type: none"> <li>○ The need for improved maintenance of the pavements, increasing the amount of crossing points/dropped kerbs, and possible widening to allow more safe access</li> <li>○ How safety was on Mill Road before the closure. These respondents felt it was unsafe before due to the narrowness of the road and amount of motorised traffic and pavement parking</li> </ul> </li> </ul>

<b>Walking and cycling</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>‘Positively’</b> <ul style="list-style-type: none"> <li>○ That the reduction in motorised traffic had resulted in a safer area for pedestrians and cyclists, with particular mention to those with disabilities, older and young residents <ul style="list-style-type: none"> <li>▪ There was also call for further improvements to the condition and width of pavements down Mill Road</li> </ul> </li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>‘Neutrally’</b> <ul style="list-style-type: none"> <li>○ The need for improved maintenance of the pavements, increasing the amount of crossing points/dropped kerbs, and possible widening to allow more safe access</li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>‘Negatively’</b> <ul style="list-style-type: none"> <li>○ That the build outs had caused conflicts between different forms of traffic, mostly buses and cyclists but there was also mentions of personal vehicles, as they attempted to pass in opposite directions. The build outs were felt to cause too much narrowing of the road</li> <li>○ Concerns that the tarmac used as a temporary replacement for a dropped kerb on the build outs was unsuitable and potentially dangerous for those with disabilities, particularly those with mobility aids and sight issues</li> </ul> </li> </ul>
<b>Exemptions</b>	<ul style="list-style-type: none"> <li>• The need for some form of access across the bridge for residents that found walking/cycling difficult. Suggestions included; allowing blue badge holders to be exempt from the closure; providing some form of shuttle bus specifically for Mill Road; allowing taxis to be exempt from the closure</li> </ul>
<b>Impact on surrounding areas</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme discussed <b>‘Other’</b> areas. These responses were made up of general references to other areas, rather than specific areas. Discussion points included: <ul style="list-style-type: none"> <li>○ Concerns that the closure had displaced traffic onto surrounding residential roads, causing congestion issues, a drop in air quality, and an increased risk of accidents</li> </ul> </li> <li>• Respondents who mentioned particular roads did so in the same manner those who discussed concerns about</li> </ul>

	<p>the general impact on the surrounding areas. These included:</p> <ul style="list-style-type: none"> <li>○ <b>'Coldhams Lane'</b></li> <li>○ <b>'Hills Road'</b></li> <li>○ <b>'Cherry Hinton Road'</b></li> <li>○ <b>'Newmarket Road'</b></li> </ul>
<b>Business</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>'Negatively'</b> <ul style="list-style-type: none"> <li>○ Concerns that the closure would negatively impact on the businesses on Mill Road due to decreased accessibility, which would result in them closing</li> <li>○ Concerns that the loss of trade along Mill Road was resulting in safety issues due to the lower amount of traffic</li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>'Neutrally'</b> <ul style="list-style-type: none"> <li>○ The need to ensure the reduction in traffic did not result in the loss of businesses along Mill Road, as they were felt to be important to the area</li> <li>○ That improvements that could be made to pavements and their maintenance could also be used to benefit local businesses, giving them more space</li> </ul> </li> </ul>
<b>Air quality</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>'Positively'</b> <ul style="list-style-type: none"> <li>○ That the reduction in motorised traffic had increased air quality on Mill Road, which was particularly beneficial to older/younger residents and those with disabilities</li> </ul> </li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>'Positively'</b> <ul style="list-style-type: none"> <li>○ That the noise levels on Mill Road had reduced, improving the quality of life for residents and made the area more pleasant for visitors/passers through</li> </ul> </li> </ul>
<b>Social distancing</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme did so <b>'Negatively'</b> <ul style="list-style-type: none"> <li>○ That the proposals had not done anything to help with social distancing. Respondents who discussed the reasons felt the build outs caused pedestrians to come into closer contact with each other</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>Some of the respondents who discussed this theme did so <b>'Positively'</b> <ul style="list-style-type: none"> <li>That the reduction in motorised traffic and pavement parking allowed pedestrians to give each other more space, allowing them to socially distance</li> </ul> </li> </ul>
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In common with other busy high streets (and separate to the bridge changes) build outs have been put in place to help people maintain social distance along Mill Road. Do you have any comments you would like to make on the build outs?

Of the 3526 responses recorded to the consultation survey, 58% answered the above question.

Comment Theme	Respondent comments
<b>Walking and cycling</b>	<ul style="list-style-type: none"> <li>Most of the respondents who discussed this theme did so <b>'Negatively'</b> <ul style="list-style-type: none"> <li>That the build outs had caused conflicts between different forms of traffic, mostly buses and cyclists but there was also mentions of personal vehicles, as they attempted to pass in opposite directions. The build outs were felt to cause too much narrowing of the road and reduce line of sight, making it unsafe for cyclists</li> <li>Concerns the build outs were too easily moved, causing the space available to pedestrians to be constricted and the barriers to push cyclists further out into the road <ul style="list-style-type: none"> <li>There was also concerns the buildouts were generally not wide enough for pushchairs etc, wheelchairs, and other mobility aids to use</li> </ul> </li> <li>Concerns that the tarmac used as a temporary replacement for a dropped kerb on the build outs was unsuitable and potentially dangerous for pedestrians, particularly those with pushchairs etc, wheelchairs, and other mobility aids</li> <li>That the build outs needed more gaps to allow pedestrians to cross the road, as the current layout was felt to hinder this</li> <li>Concerns that the lack of maintenance had caused the build outs to become filled with</li> </ul> </li> </ul>

	<p>detritus, particularly leaves, which made them hazardous to pedestrians</p> <ul style="list-style-type: none"> <li>○ That the build outs weren't conducive to helping pedestrians socially distance, as other narrow areas of Mill Road lacked them <ul style="list-style-type: none"> <li>▪ There was also debates about whether they were being used as intended, with respondents highlighting they had not seen them being used</li> <li>▪ There was also concerns that it was not clear what the build outs were intended for</li> </ul> </li> <li>○ That the one-way system for pedestrians was not being adhered to. Some of these respondents felt the signage for this was not clear</li> </ul> <ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme did so <b>'Neutrally'</b> <ul style="list-style-type: none"> <li>○ That the build outs should be landscaped into the road layout and made level, as it was felt this would make them more conducive to pedestrian use and make it easier for those with pushchairs etc, wheelchairs, and other mobility aids to use <ul style="list-style-type: none"> <li>▪ There was also discussion around making them more attractive, with respondents requesting more greenery and natural materials</li> <li>▪ There was also discussion around including amenities in the space, such as seating and cycle parking</li> </ul> </li> <li>○ That some form of cycle lane or cycle bypass should be included to remove the risk to cyclists from having to move closer to the centre of the road</li> <li>○ That Mill Road could be made one way to allow for larger footpaths</li> <li>○ That the build outs could be made narrower and positioning near junctions should be checked to ensure cyclists could safely use the road alongside buses</li> <li>○ That the signage, particularly for the one-way system for pedestrians, should be made clearer</li> <li>○ That more, safe, crossing places were needed along Mill Road</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>○ That pavement parking was an issue and required more enforcement as it endangered pedestrians</li> <li>• A few of the respondents who discussed this theme did so <b>'Positively'</b> <ul style="list-style-type: none"> <li>○ That the build outs had helped provide room for pedestrians to socially distance and in general</li> <li>○ That the build outs had the effect of slowing traffic, increasing the safety for pedestrians and cyclists, particularly in places where there were no build outs</li> </ul> </li> </ul>
<b>Social distancing</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme did so <b>'Neutrally'</b> <ul style="list-style-type: none"> <li>○ That, although the build outs themselves helped with social distancing, they were too intermittent to be useful</li> <li>○ That the signage, particularly for the one-way system for pedestrians to socially distance but also to what the build outs were for, should be made clearer</li> <li>○ That, particularly because the build outs were not common throughout the rest of the city, making residents aware of the need to socially distance was more important</li> <li>○ That socially distancing along Mill Road was difficult due to the narrow pathways</li> <li>○ That pedestrians did not appear to be socially distancing in the area, so clearer guidance or enforcement was needed</li> <li>○ That the one-way system should be effective enough for social distancing without the need for the build outs</li> </ul> </li> <li>• Some of the respondents who discussed this theme did so <b>'Negatively'</b> <ul style="list-style-type: none"> <li>○ That the build outs did nothing to help with social distancing <ul style="list-style-type: none"> <li>▪ There was concern from these respondents that there were negative impacts on safety from the narrowing on the road</li> <li>▪ There was concern from respondents these respondents that the build outs made socially distancing harder as they caused pedestrians and cyclists to be closer together</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ There was concern that social distancing improvements were being used as an excuse to close the road and hinder motorised traffic</li> <li>• A few of the respondents who discussed this theme did so <b>‘Positively’</b> <ul style="list-style-type: none"> <li>○ Feeling that the build outs had been helpful for pedestrians to socially distance <ul style="list-style-type: none"> <li>▪ However, there was concerns from some of these respondents that they decreased safety for cyclists due to it pushing them closer to motorised traffic</li> <li>▪ That the space could also be utilised to benefit businesses</li> <li>▪ That the build outs also improved general road safety as they slowed traffic</li> <li>▪ That better signage was needed for the one-way system for pedestrians</li> <li>▪ That the design should be improved if made permanent by including more greenery and natural materials</li> </ul> </li> </ul> </li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>‘Negatively’</b> <ul style="list-style-type: none"> <li>○ That the build outs had caused conflicts between different forms of traffic, mostly buses and cyclists but there was also mentions of personal vehicles, as they attempted to pass in opposite directions. The build outs were felt to cause too much narrowing of the road and reduce line of sight, making it unsafe for cyclists</li> <li>○ Concerns that the lack of maintenance had caused the build outs to become filled with detritus, particularly leaves, which made them hazardous to pedestrians</li> <li>○ Concerns the build outs were too easily moved, causing the space available to pedestrians to be constricted and the barriers to push cyclists further out into the road</li> <li>○ Concerns that the bridge closure was resulting in motorised traffic, particularly large goods vehicles, to need to turn in the road due to a lack of awareness <ul style="list-style-type: none"> <li>▪ There were concerns from these respondents that the build outs placements were causing cyclists to be placed in the middle of the road,</li> </ul> </li> </ul> </li> </ul>

	<p>exposing them to more danger from these manoeuvres</p> <ul style="list-style-type: none"> <li>○ Concerns that the tarmac used as a temporary replacement for a dropped kerb on the build outs was unsuitable and potentially dangerous for pedestrians, particularly those with pushchairs etc, wheelchairs, and other mobility aids</li> </ul> <ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme did so <b>‘Positively’</b> <ul style="list-style-type: none"> <li>○ That the build outs improved general road safety as they slowed traffic</li> <li>○ That the build outs helped with social distancing and made them feel safer</li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>‘Neutrally’</b> <ul style="list-style-type: none"> <li>○ There were concerns that rights of way and awareness of space needed to navigate the build outs on the roads. These respondents felt this could be made clearer and enforcement may be required for those behaving dangerously</li> <li>○ That positioning of the build outs near junctions and other areas with limited line of sight should be checked to ensure cyclists and other road users could safely use the road</li> <li>○ That, although they were felt to be a functional aid to social distancing, the build outs could be made more attractive by using greenery and more natural materials</li> </ul> </li> </ul>
<b>Business</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>‘Neutrally’</b> <ul style="list-style-type: none"> <li>○ Allowing businesses to make use of the space created by the build outs or providing amenities such as seating and cycle parking that would aid in attracting trade in the area</li> <li>○ That the build outs could be or were being used as space for businesses delivery vehicles. Respondents were either concerned about this or felt that this was needed</li> </ul> </li> </ul>
<b>Accessibility and Equalities</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme discussed <b>‘Disability’</b> <ul style="list-style-type: none"> <li>○ That the build outs provided more space for pedestrians with disabilities to socially distance and travel in the area in general</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Concerns the build outs were too easily moved, causing the space available to pedestrians to be constricted <ul style="list-style-type: none"> <li>▪ There was also concerns the build outs generally were not wide enough for wheelchairs and other mobility aids to use</li> </ul> </li> <li>○ Concerns that the tarmac used as a temporary replacement for a dropped kerb on the build outs was unsuitable and potentially dangerous for those with wheelchairs and other mobility aids</li> <li>○ That widening of the pavement was needed more generally along Mill Road to aid disabled pedestrians</li> </ul> <ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme discussed the impact on <b>‘Other’</b> groups under the Equality Act. These responses were made up of comments discussing the impact on younger residents and discussed the same points as made under ‘disability’</li> </ul>
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Do you have any comments you would like to make on the trial closure of Mill Road bridge to all traffic except buses, cycles and pedestrians?

Of the 3526 responses recorded to the consultation survey, 67% answered the above question.

Comment Theme	Respondent comments
<b>Business</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme did so <b>‘Negatively’</b> <ul style="list-style-type: none"> <li>○ Concerns that the bridge closure had resulted in less passing trade, resulting in the potential and actual loss of local businesses in the area <ul style="list-style-type: none"> <li>▪ There was indication from respondents that customers had avoided businesses on Mill Road as the customer thought the whole street was closed</li> <li>▪ There was concern this closure had compounded issues relating to closures on Mill Road in 2019</li> <li>▪ There was concern from respondents that Mill Road’s atmosphere had been</li> </ul> </li> </ul> </li> </ul>

	<p>negatively impacted by the closure, feeling the area was less 'lively'</p> <ul style="list-style-type: none"> <li>▪ This was felt to be a reason to open the bridge closure</li> <li>○ Concerns that the bridge closure was causing long delays to deliveries and for workers whose base was located on Mill Road, increasing costs and reducing the amount of work that could be done</li> </ul> <ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme did so <b>'Neutrally'</b> <ul style="list-style-type: none"> <li>○ Concerns about the potential loss of local businesses in the area, which was felt to be due to the pandemic rather than the closure <ul style="list-style-type: none"> <li>▪ Respondents felt that businesses could be offered more support from the council to adapt. Suggestions included; help with business rates; help with advertising the area; careful management of the signage, these respondents felt the use of the 'word' closure was inappropriate as only one area of the road limited access from motorised vehicles</li> <li>▪ That passing trade mostly came from pedestrians and cyclists not motorised vehicles due to the lack of parking, so were hopeful trade should improve as pandemic restrictions are eased</li> </ul> </li> <li>○ That factual evidence should be gathered on footfall and business income to properly measure the impact on businesses <ul style="list-style-type: none"> <li>▪ There was felt to be a need for the trail to be conducted outside any pandemic restrictions to get an accurate measure</li> </ul> </li> <li>○ That the build outs could be made usable as business space, as seating, cycle parking, delivery parking, or disabled parking</li> <li>○ That exemptions could be made for delivery vehicles on a time limited basis</li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>'Positively'</b> <ul style="list-style-type: none"> <li>○ That the decrease in motorised traffic had resulted in Mill Road being safer and more pleasant, due to lower noise and air pollution,</li> </ul> </li> </ul>
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	<p>for pedestrians and cyclists, with respondents indicating that either they themselves were visiting businesses more often or that the improvements would increase footfall and passing trade</p> <ul style="list-style-type: none"> <li>▪ There was discussion about using the build outs or increased pedestrianising of the area to make it more attractive for customers</li> <li>▪ That exemptions to the closure and/or increasing parking for blue badge holders/disabled drivers or delivery vehicles should be considered in order to help businesses and their customers</li> </ul>
<b>Walking and cycling</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme did so <b>‘Neutrally’</b> <ul style="list-style-type: none"> <li>○ That the build outs should allow room for cyclists to pass without needing to move towards the centre of the road</li> <li>○ That more enforcement was needed to reduce speeding vehicles, circumventing of the closure, and pavement parking</li> <li>○ Allowing businesses to make use of the space created by the build outs or providing amenities such as seating and cycle parking</li> <li>○ That better signage was needed for the one-way system for pedestrians and to indicate the road was only closed in one area to motorised vehicles</li> <li>○ That widening of the pavement was needed more generally along Mill Road <ul style="list-style-type: none"> <li>▪ There was also discussion making Mill Road more pedestrianised or making it a ‘shared space’ (pedestrian/cyclist priority with 10mph or lower speeds for motorised vehicles)</li> </ul> </li> <li>○ That the design of the build outs should be improved if made permanent by including more greenery and natural materials</li> <li>○ That the road should be made one way instead of the closure, with the extra lane used to create more cycle/pedestrian space</li> <li>○ That a cyclist/pedestrian route should be created alongside the bridge in a similar manner to Coldhams Lane</li> <li>○ That enforcement was needed for anti-social/dangerous cycling. These respondents</li> </ul> </li> </ul>

	<p>were particularly concerned about cyclists on the footpaths</p> <ul style="list-style-type: none"> <li>○ That the Carter Bridge should be better advertised or improved for cyclist access</li> <li>○ That more maintenance of the footpaths and roads were needed</li> </ul> <ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme did so <b>‘Positively’</b> <ul style="list-style-type: none"> <li>○ That the decrease in motorised traffic had resulted in Mill Road being safer and more pleasant, due to lower noise and air pollution, for pedestrians and cyclists <ul style="list-style-type: none"> <li>▪ There was discussion from some of these respondents about it making them or was making them more likely to use Mill Road as a shopping destination</li> <li>▪ There was concern from some of these respondents that businesses had been negatively impacted because of this</li> <li>▪ There was concern from a few of these respondents that Mill Road was less safe at night</li> </ul> </li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>‘Negatively’</b> <ul style="list-style-type: none"> <li>○ That the build outs had caused conflicts between different forms of traffic, mostly buses and cyclists but there was also mentions of personal vehicles, as they attempted to pass in opposite directions. The build outs were felt to cause too much narrowing of the road and reduce line of sight, making it unsafe for cyclists</li> <li>○ That the decrease in traffic meant Mill Road was unsafe to travel through at night as a pedestrian or cyclist</li> <li>○ That the closure had resulted in motorised vehicles making dangerous manoeuvres to turn around, making the area less safe for cyclists and pedestrians</li> <li>○ Concerns that the lack of maintenance had caused the build outs to become filled with detritus, particularly leaves, which made them hazardous to pedestrians</li> <li>○ That the closure and build outs had not improved walking and cycling in the area</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>○ That the reduction in motorised traffic had resulted in a general increase in speed of cyclists, making crossing the road difficult for pedestrians</li> <li>○ Most of the respondents who indicated these concerns felt the bridge should be reopened</li> </ul>
<b>Impact on surrounding areas</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme discussed the impact on surrounding areas. As well as discussing this generally, this also included Devonshire Road, Kingston Street, St Barnabas Road, Covent Garden, Tenison Road, Glisson Road, Mawson Road, Perne Road, East Road, Sedgwick Street, Brooks Road, Argyle Street, Station Road, Gonville Place, Cavendish Road, Rustat Road, Mowbray Road, Vinery Road, Catharine Street, Coldhams Lane, Cherry Hinton Road, Hills Road, Newmarket Road, and Coleridge Road . Discussion points included: <ul style="list-style-type: none"> <li>○ Concerns that congestion, risk of accidents, and pollution had increased in areas around Mill Road and at other points for crossing the railway. Most of the areas specified above were mentioned, excluding Devonshire Road, Kingston Street, and St Barnabas Road <ul style="list-style-type: none"> <li>▪ Most of these respondents felt this was a reason for reopening the bridge</li> </ul> </li> <li>○ That there was less traffic in immediate areas off Mill Road. Respondents who discussed specific areas mentioned Devonshire Road, Kingston Street, St Barnabas Road</li> </ul> </li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>‘Positively’</b> <ul style="list-style-type: none"> <li>○ That the decrease in motorised traffic had resulted in Mill Road being safer for pedestrians and cyclists</li> </ul> </li> <li>• Some of the respondents who discussed this theme did so <b>‘Neutrally’</b> <ul style="list-style-type: none"> <li>○ That the build outs should allow room for cyclists to pass without needing to move towards the centre of the road</li> <li>○ That more enforcement was needed to reduce speeding vehicles, circumventing of the closure, and pavement parking</li> <li>○ That better signage was needed for the one-way system for pedestrians and to indicate the road was only closed in one area to motorised</li> </ul> </li> </ul>



	<p>vehicles. A lack of clarity from these signs was felt to be decreasing safety</p> <ul style="list-style-type: none"> <li>○ That the reduction in traffic made the road safer during the day but less safe at night, particularly for women</li> <li>○ That widening of the pavement was needed more generally along Mill Road to increase safety</li> <li>○ That the road should be made one way instead of the closure, with the extra lane used to create safe cycle/pedestrian space</li> <li>○ That enforcement was needed for anti-social/dangerous cycling. These respondents were particularly concerned about cyclists on the footpaths</li> </ul> <ul style="list-style-type: none"> <li>● Some of the respondents who discussed this theme did so <b>‘Negatively’</b> <ul style="list-style-type: none"> <li>○ That the build outs had caused conflicts between different forms of traffic, mostly buses and cyclists but there was also mentions of personal vehicles, as they attempted to pass in opposite directions. The build outs were felt to cause too much narrowing of the road and reduce line of sight, making it unsafe for cyclists</li> <li>○ That the closure had resulted in motorised vehicles making dangerous manoeuvres to turn around, making the area less safe for cyclists and pedestrians</li> <li>○ Concerns that the lack of maintenance had caused the build outs to become filled with detritus, particularly leaves, which made them hazardous to pedestrians</li> <li>○ That the decrease in traffic meant Mill Road was unsafe to travel through at night</li> <li>○ That the reduction in motorised traffic had resulted in a general increase in speed of cyclists, making crossing the road difficult for pedestrians</li> </ul> </li> </ul>
<b>Exemptions</b>	<ul style="list-style-type: none"> <li>● Most of the respondents who discussed this theme felt there was the need for some form of access across the bridge for residents that found walking/cycling difficult. Suggestions included; allowing blue badge holders to be exempt from the closure; providing some form of shuttle bus specifically for Mill Road; allowing taxis to be exempt from the closure</li> </ul>

	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that the closure should be timed to allow late night/off-peak access, as this should reduce risks to pedestrians/cyclists travelling alone at night and allow businesses to receive deliveries</li> <li>• Some of the respondents who discussed this theme felt that local residents should be exempt to the closure to ensure businesses could still be used and to reduce the impacts of the displaced congestion on nearby roads</li> <li>• There was concern from a few respondents that allowing taxis would decrease safety for pedestrians and cyclists</li> <li>• A few of the respondents that discussed this theme felt there was the need for the buses on Mill Road to be electric only, as it was felt diesel engine buses would negate the improvements to air and noise pollution from the reduction in traffic</li> <li>• A few of the respondents that discussed this theme felt that electric vehicles should be permitted through the bridge closure as they were felt to not contribute to noise or air pollution</li> </ul>
<b>Accessibility and Equality</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme discussed <b>‘Disability’</b> <ul style="list-style-type: none"> <li>○ The need for some form of access across the bridge for those with disabilities that made walking/cycling difficult. Suggestions included; allowing blue badge holders to be exempt from the closure; providing some form of shuttle bus specifically for Mill Road; allowing taxis to be exempt from the closure</li> <li>○ Concerns that the closure was increasing the cost of use and time traveling for taxis and car travel for disabled users due to the extended, more congested, routes they needed to take <ul style="list-style-type: none"> <li>▪ Most of these respondents felt this was a reason to reopen the bridge</li> </ul> </li> <li>○ Concerns that the impacts on disabilities, or contact with representative groups, was not taken into consideration prior to the closure</li> <li>○ That the improvements to walking/cycling in general were of benefit to those with disabilities that are not able to drive</li> <li>○ That more parking should be available to those with disabilities</li> <li>○ That the footpaths should be better maintained and extended to improve accessibility for those with disabilities</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ That the bus services in the area needed improving, as they were too infrequent and unreliable to be useful to those with disabilities who needs/wants to use them</li> <li>• A few of the respondents who discussed this theme discussed the impact on <b>‘Other’</b> groups under the Equality Act, which consisted of respondents discussing impacts on younger residents and those on lower incomes <ul style="list-style-type: none"> <li>○ That the reduction in motorised traffic and pavement parking allowed safer, more accessible travel for younger pedestrians and cyclists or families using these modes of transport <ul style="list-style-type: none"> <li>▪ There was also call for further improvements to the condition and width of pavements down Mill Road</li> </ul> </li> <li>○ That the increased cost of use for taxis and personal vehicles, due to the detours needed to cross the bridge, were having an adverse effect on those on low incomes or with children <ul style="list-style-type: none"> <li>▪ Most of these respondents felt this was a reason to reopen the bridge</li> </ul> </li> <li>○ That the improvements to air quality in the area made it safer for younger residents.</li> <li>○ That public transport in the area needed improving, as it was too expensive and did not run at appropriate enough times</li> </ul> </li> <li>• A few of the respondents who discussed this theme discussed the impact on the <b>‘Elderly’</b>. Discussions were often tied in with comments relating to ‘Disability’, namely: <ul style="list-style-type: none"> <li>○ The need for some form of access across the bridge for those with disabilities that made walking/cycling difficult. Suggestions included; allowing blue badge holders to be exempt from the closure; providing some form of shuttle bus specifically for Mill Road; allowing taxis to be exempt from the closure</li> <li>○ Concerns that the closure was increasing the cost of use and time traveling for taxis and car travel for older residents due to the extended, more congested, routes they needed to take <ul style="list-style-type: none"> <li>▪ Most of these respondents felt this was a reason to reopen the bridge</li> </ul> </li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>○ Concerns that the impacts on older residents, or contact with representative groups, was not taken into consideration prior to the closure</li> <li>• A few of the respondents who discussed this theme discussed the impact on <b>‘Sex’</b> <ul style="list-style-type: none"> <li>○ That the reduction in traffic along Mill Road, particularly at night, was leading to a reduction in safety for women <ul style="list-style-type: none"> <li>▪ There was also discussion of the loss of trade accessing local businesses compounding this issue</li> <li>▪ Concerns the increased cost of taxis and lack of public transport at night was resulting in more women walking alone Mill Road at night, compounding the issue</li> </ul> </li> </ul> </li> </ul>
<b>Air quality</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>‘Positively’</b> <ul style="list-style-type: none"> <li>○ That the reduction in motorised traffic had increased air quality on Mill Road</li> <li>○ There was discussion about the need for the buses on Mill Road to be electric only, as it was felt diesel engine buses would negate the improvements to air and noise pollution from the reduction in traffic</li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>‘Neutrally’</b> <ul style="list-style-type: none"> <li>○ That the trail or similar traffic reduction schemes should be extended to surrounding areas. Most of these respondents felt that although the closure had improved air quality on Mill Road, it had resulted in worse air quality elsewhere due to the displacement of traffic</li> <li>○ Discussions about the low air quality on Mill Road historically</li> <li>○ That wider adoption of electric vehicles, with less impact on air quality, may negate the need for this closure in the future <ul style="list-style-type: none"> <li>▪ There was also discussion from some of these respondents about the need for the buses on Mill Road to be electric only, as it was felt diesel engine buses would negate the improvements to air and noise pollution from the reduction in traffic</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme did so <b>‘Negatively’</b> <ul style="list-style-type: none"> <li>○ That the build outs and displacement of traffic was causing increased congestion resulting in a negative effect on air quality</li> </ul> </li> </ul>
<b>Social distancing</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme did so <b>‘Negatively’</b> <ul style="list-style-type: none"> <li>○ That the build outs and other improvements did nothing to help with social distancing <ul style="list-style-type: none"> <li>▪ There was concern from these respondents that there were negative impacts on safety from the narrowing on the road, that businesses were being negatively impact, that congestion was worse on nearby roads, and that those who needed to use a car were being hindered</li> <li>▪ There was concern from respondents these respondents that the build outs made socially distancing harder as they caused pedestrians and cyclists to be closer together</li> </ul> </li> <li>○ That the signage for the one-way system for pedestrians was not clear and so was not being adhered to</li> <li>○ There was concern that social distancing improvements were being used as an excuse to close the road and hinder motorised traffic</li> </ul> </li> <li>• Some of the respondents who discussed this theme did so <b>‘Neutrally’</b> <ul style="list-style-type: none"> <li>○ That the signage, particularly for the one-way system for pedestrians to socially distance but also to what the build outs were for, should be made clearer</li> <li>○ That pedestrians did not appear to be socially distancing in the area, so clearer guidance or enforcement was needed</li> <li>○ Debate about whether the proposals had any impact on Covid-19 transmission, whether this could be measured, and why other similarly busy areas were not included in these schemes</li> </ul> </li> <li>• A few of the respondents who discussed this theme did so <b>‘Positively’</b></li> </ul>

	<ul style="list-style-type: none"> <li>○ General comments about feeling the proposals had helped with social distancing, increasing the likelihood respondents would use/travel in the area</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme did so <b>'Positively'</b> <ul style="list-style-type: none"> <li>○ That the noise levels on Mill Road had reduced, improving the quality of life for residents and made the area more pleasant for visitors/passers through</li> </ul> </li> <li>• Some of the respondents who discussed this theme did so <b>'Neutrally'</b> <ul style="list-style-type: none"> <li>○ That although the noise levels from traffic had reduced on Mill Road, so had the atmosphere/ambience</li> <li>○ Concerns about the possible negative impact on noise pollution, alongside air quality and congestion, on surrounding streets</li> <li>○ Discussions about the high noise pollution levels on Mill Road historically</li> </ul> </li> </ul>

## Email and social media responses

17 responses were received regarding the consultation through email (outside of the address given for the statutory objections) and social media platforms, such as Facebook and Twitter. Responses were too disparate for a thematic analysis, however most of the comments reflected comments made in the consultation survey (exceptions being: concern over the possibility of the same person entering into the survey multiple times, a question about whether other County Council committees needed to be involved due to the impacts on health, and lack of Google Maps update on the closure), namely:

- That the signage was felt to be misleading, as the only the bridge was closed to motorised vehicles, and Mill Road itself was not closed.
- That Mill Road was more accessible and safer for pedestrians and cyclists
- Concerns that the bridge closure was negatively impacting on surrounding roads, due to the extra journeys drivers needed to take to circumvent the closure
- Concerns the businesses on Mill Road were being negatively impacted
- Concerns the build outs were dangerous as they were 'pushing' cyclists into oncoming traffic and were causing increased congestion
- Concerns that safety was decreased at night due to less through traffic and more costly taxi journeys

# Appendices

## Appendix A: Frequencies

Question number and text	Quant/Qual	Responses														Potential duplicate responses
Q1: Please indicate your age range	Quant	Under 15	15-24	25-34	35-44	45-54	55-64	65-74	75 and above	Prefer not to say					Total	
		12	111	597	908	753	618	398	89	34					3520	629
Q2: In what context are you responding to this consultation?	Quant	Mill Road resident	Resident off/near Mill Road	Resident elsewhere	Local business owner	Cyclist	Driver	Taxi or Delivery Driver	Other							
		446	1825	789	147	1196	871	251	123						3522	630
Q3: Do you have a disability which influences the	Quant	Yes	No	Prefer not to say												
		275	3045	162											3482	623
Q4: Select all ways you travel along Mill Road	Quant	Walk	Run	Cycle	Scooter/Skateboard	Wheelchair	Bus	Mobility scooter	Car share	Car (driver or passenger)	Taxi	Van/Lorry	Coach/Mini-bus	Motorcycle/Powered two-wheeler	Other	
		2800	631	2403	61	30	716	17	162	2347	1175	127	27		82	17
Q5: To what extent do you support/oppose the closure of Mill Road bridge to all traffic except	Quant	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose	No opinion									
		1531	295	76	215	1394	6								3517	630
Q6: How do you feel the environment of the area has changed in terms of	Quant	Much improved	Improved	No change	Worse	Much worse	No opinion									
		1383	579	619	324	456	156								3517	630
Q7: How do you feel road safety in the area has changed as a result of closing Mill Road bridge to	Quant	Much safer	Safer	No change	Less safe	Much less safe	No opinion									
		1242	678	577	361	543	119								3520	632
work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you think these proposals would either positively or negatively affect or impact and such person/s or	Qual	1260 comments, 43113 word count														207
Q9: In common with other busy high streets (and separate to the bridge changes) build outs have been put in place to help people maintain social	Qual	2061 comments, 60373 word count														274
Q10: Based on your experiences of the trial closure, what would you like to happen next?	Quant	The trial closure should become permanent	The trial closure should become permanent but with some changes made	The trial closure should continue with current restrictions to give more time to assess the impact of the closure	The trial closure should continue with some changes made to give time to assess the impact of the changed closure	The trial closure should be removed and the road bridge reopened without restrictions										
		1151	603	176	222	1495									3480	623
Q11: Do you have any comments you would like to make on the trial closure of Mill Road bridge to	Qual	2364 comments, 130116 word count														302



**Nitrogen dioxide (NO<sub>2</sub>) diffusion tube data –Mill Road for 2019, 2020 and 2021.**

Data from these tubes has been bias corrected as per the Defra guidance. The bias correction factor for 2020 has been used for the 2021 data as a full year of data is needed to calculate the bias correction factor.

The tubes give an indication of NO<sub>2</sub> concentrations over a month and are generally used as a way of spotting long term trends.

For Local Air Quality Management reports the annual average data from the tubes is used.

There are three tubes in the vicinity of Mill Road these are located as follows:

14 : Located on the corner of Mawson Road and Mill Road

36 : Located on Cockburn Street

62 : Located on the corner of Mill Road and Madras Road

bias corrected data 2021		Jan	Feb	March	April
14	Mill Road	m	18.2	16.1	16.5
36	Cockburn Street	16.2	12.7	12.7	10.3
62	Mill Road 2	20.2	17.9	17.9	m

bias corrected data 2020		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
14	Mill Road	41.1	19.5	20.7	16.6	15.9	18.1	14.3	m	22.6	24.7	31.5	32
36	Cockburn Street	23.5	18.2	17	10.8	9.7	10.8	12.1	12.7	14.8	19.6	25.6	22.5
62	Mill Road 2	41	21.5	21.5	16	11.9	15.5	10	19.7	m	21.5	29.7	29

bias corrected data 2019		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
14	Mill Road	42.7	43.1	29.4	31.6	29.9	23.5	21.9	19.9	28.7	33.6	m	m
36	Cockburn Street	36.6	32.8	24.7	18.6	17.8	14.9	13.3	16.3	19.6	26.6	m	m
62	Mill Road 2	m	m	31.2	29.2	26.8	23.2	16.7	21.3	28.9	35.8	47.8	30.7

NB: m= missing

The data for 2021 and 2020 reflects the lockdowns which took place during the pandemic.

In a “normal” year higher concentrations of NO<sub>2</sub> are expected in the winter months and lower concentrations during the summer months.

There is no particulate monitoring for Mill Road.

During 2019 when the bridge was closed for July and August some low cost monitoring to see if there were any effects on air quality were undertaken. As with reports undertaken during the pandemic, it proved difficult to separate out the seasonal element from the data to see if there were changes in air quality e.g. NO<sub>2</sub> concentrations or whether this was the normal seasonal effect. Gas main works which took place on Mill Road on both sides of the bridge and the closure of part of Mill Road following the fire in a number of buildings may also have had an impact.



**Mill Road Bridge Bus Gate-Potential Modifications- Options Appraisal**

<b>mode</b>	<b>Pros</b>	<b>Cons / possible consequences</b>
1 Taxi access All taxis	It supports the local taxi trade and offers access options for local residents, shoppers, businesses Consistent with other bus gates in the city Enforcement relatively straight forward	Significantly increased number of vehicles using the bridge, detracting from the aim of increasing safety for cyclists and encouraging modal shift Reduces improvements to air quality aims as many taxis are not yet ultra-low emission. Taxis require to be registered, only practicable for local taxis
2 Ultra-low emission local taxis only	It supports the local taxi trade and offers access options for local residents, shoppers, businesses  It is more in line with air quality aims and it supports the City Council move to get all licensed taxis ultra-low emission by 2030 (TBC)	More vehicle will be using the bridge which detracts from the safety for cyclists Inconsistent policy/practice with wider bus gates use across city Other bus gates need to amend other bus gate restrictions to ensure consistency.
3 Blue Badge holders – all	It eliminates the equality issue regarding access for blue badge holders.	Logistics are complicated as blue badges are issued to individuals not vehicles. No camera technology has been identified that is able to identify a valid blue badge through a windscreen to allow the holder access through the bus gate. Therefore it would require the blue badge holder to pre-register with the number plate(s) that they will use so they can be added to the permitted vehicles list. May be considered contrary to Equalities requirements Administrative costs to manage the permitted vehicles list Does not eliminate the safety issues for cyclists as it would increase the number of vehicles using the bridge Time to develop and introduce beyond ETO expiry Inconsistent policy/practice with wider bus gate use across city Registered vehicles could potentially use the gate when not carrying the disabled badge holder Inconsistent policy/practice with wider bus gates use across city

		Other bus gates need to amend other bus gate restrictions to ensure consistency.
4 Limited blue badge holders on higher rate disability allowance who have applied in advance	It partially eliminates the equality issue by allowing access for people with higher rate disability allowance It minimises the number of vehicles allowed through compared to allowing all blue badge holders through It is in line with the access for the St Johns Street bollard access arrangement so there is some consistency of approach	It would require the blue badge holder to pre-register with the number plates that they will use so they can be added to the permitted vehicles list. Administrative costs to manage the permitted vehicles list Does not eliminate the safety issues for cyclists as it would increase the number of vehicles using the bridge (although not as much as if all BB holders allowed access) Benefits only a proportion of blue badge holders and may be considered contrary to Equalities Act Inconsistent policy/practice with wider bus gates use across city, with the exception of Trinity St, which allows access as the only point of entry to the area and no alternatives are available)
5 Residents only	It may appease some local residents	Logistically very difficult to manage. Which residents would it be for and why certain residents? Administrative costs to manage the permitted vehicles list Does not eliminate the safety issues for cyclists as it would increase the number of vehicles using the bridge Encourages local residents to use their cars Does not encourage modal shift Goes against climate change, congestion and air quality aims. Inconsistent policy/practice with wider bus gates use across city Difficult to provide clear signage
6 Night time access to all	Not overly complicated to sign and manage. Provides some natural surveillance	Safety issues for cyclists Many will still cycle at night and safety may be more of a concern in hours of darkness on the bridge Inconsistent policy/practice with wider bus gates use across city Does not help shops

		No benefit to later bus services
7 Electric shuttle buses	This can be easily managed as they would be classed as a bus and fall in line with exiting restriction Offers local residents access options and encourages modal shift	May limit bus provision until operators provide suitable vehicles Is it sustainable financially in the long term? Who would run it? Would it compete with other local bus services making them no longer financially viable? Inconsistent policy/practice with wider bus gates use across city
8 Change from Bus gate to rising bollard	It is a method of restricting access which includes a physical barrier Ensures compliance (when operating reliably)	Cost to supply and install approx £50k per bollard – would require two so total £100K minimum capital cost Aging technology for which maintenance costs are high and it creates an ongoing revenue liability for which there is currently no budget Reliability of rising bollards is an issue and the reason for their removal from the city centre bus gates) Increase in delays for buses, especially if the technology fails or non-permitted vehicles attempt to use the gate There could be issues with installation close to other stats and the railway bridge Policy requirements for issue of permits to ensure consistency
9 Restrictions only at peak through traffic times (e.g. 7.30am-9.30am and 3.30pm-6.30pm)	Allows access over bridge during business hours Eliminates unnecessary traffic at times of greatest risk Could be developed further in line with emerging policies on access	Prevents/limits potential streetscape environmental improvements More complicated to sign and enforce Fewer benefits for peds/cyclists realised during the day Less beneficial impact on air quality Need to identify “peak” times for through traffic, ANPR survey or similar to be undertaken along with detailed consultation Requires more detailed data to determine times Weekend restriction peak times may differ, different times at weekends would be very difficult to sign and may make effective enforcement difficult if penalties are challenged.

10 Delivery exemptions (timed)	Improves delivery opportunities to businesses	Determining delivery vehicles difficult (not all deliveries are made by a specific class of vehicle) Smaller retailers may not be able to specify delivery times Additional signage required potential impact on clarity and enforcement

Note: Impact of displaced traffic is of concern to occupiers of properties on routes used as alternatives to Mill Road. This will need to be considered and complimentary /mitigation measures are likely to be required.

## A14 Local Network Issues

To: Highways & Transport Committee

Meeting Date: 27 July 2021

From: Steve Cox, Executive Director: Place & Economy.

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: Members are updated on the local issues associated with the A14 Huntingdon to Cambridge scheme being delivered by Highways England (HE) and discussion on progress on their resolution with a HE representative. Approval of proposed changes to the access control barriers on the two bridges at Bar Hill and Swavesey.

Recommendation: It is recommended that the Committee:

- a) Note the current issues and progress with their resolution; and
- b) Approve the proposed changes to the access barriers currently installed on the Non-Motorised User (NMU) bridges at Bar Hill and Swavesey junctions outlined in section 4.0 of this report.

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## 1. Background

- 1.1 The A14 Huntingdon to Cambridge scheme was fully opened to traffic in May 2020 and, whilst it is yet to experience normal traffic volumes due to the Covid-19 pandemic, has provided a significant improvement to the strategic road network between Cambridge and the A1.
- 1.2 The project was delivered by Highways England through a Development Consent Order (DCO) approved in 2016. This is the required route for nationally significant infrastructure projects and provided Highways England with the powers to construct the project.
- 1.3 Whilst the scheme has seen improvements to the strategic network, it also delivered additional highway assets for the County Council to adopt as highway authority. These included side roads junctions, a 10 km local access road between Huntingdon Road and Swavesey and numerous non-motorised user routes. Whilst the bridge structures themselves over the A14 are not adopted by the County Council, the approach embankments and carriageway surfacing over the structures is adopted and will be the County Council's responsibility to maintain.
- 1.4 More significant changes are also still being implemented in Huntingdon, following the removal of the old A14 viaduct over the east coast mainline railway. These changes will also be adopted by the County Council.
- 1.5 In total just over 30km of new carriageway will be adopted by the County Council as a result of the works.
- 1.6 The creation of a new bypass to the south of Huntingdon for the A14 route has led to the old route between Swavesey and the A1 being reclassified as the A1307. This will also be detrunked and become the responsibility of the County Council to operate and maintain.
- 1.7 The contract to deliver the A14 project was awarded by Highways England to four contractors that became an integrated delivery team (A14 IDT) with Highways England as the integrated client.
- 1.8 The County Council has a legal agreement with Highways England that provides the terms and framework under which the agreed assets are being delivered by Highways England and its designers and contractors.
- 1.9 A report outlining general progress with the project and current local issues was presented to this Committee in March 2021. It was subsequently agreed that a Highways England representative would be invited to the next Committee meeting to discuss the issues and provide an update on progress.



## 2. Main Issues

### 2.1 Current local issues

- 2.2 A scheme of the scale of the A14 was expected to have a significant positive impact on the local road network along the corridor, mainly through a reduction in diverting traffic that should remain on the strategic network, but there is always the risk that some impacts are not predicted or expected prior to completion.
- 2.3 Highways England (HE) complete a post opening performance evaluation (POPE), usually 12 months after completion, but the Covid-19 pandemic has delayed that based on the reduced traffic volumes. There is therefore the opportunity for issues to be raised with HE and investigated through this process.
- 2.4 Local Members have been contacted along the route and there are three main areas of concern with regard to traffic volumes or types of traffic.
- 2.5 The B1043 between the Alconbury junction on the A1 and Alconbury Weald has seen a considerable increase in Heavy Goods Vehicle (HGV) traffic. This is thought to be due to the A14 moving to the south of Huntingdon leading to traffic wanting to head east on the A14 now using the A1 from Alconbury Weald.
- 2.6 Meetings have already taken place with the divisional county councillor, HE and Urban and Civic, the Alconbury Weald developer. Improvements to HGV signage to utilise the A1307 and A141 will be delivered by HE and a HGV Covenant is also planned between the local parish councils and businesses on the Alconbury Weald site to seek agreement to use this alternative route using the 'A' road network. Damage to properties on the Lordsway Park from debris and undesirable litter thrown from vehicles continues to cause significant issues for residents.
- 2.7 There have also been issues reported to councillors with regard to higher volumes of traffic using the A1123 between Huntingdon and St Ives, as well as the B1040 through Hilton, particularly HGV's in the case of the A1123. High volumes using routes through Huntingdon itself have also been reported since the new Pathfinder Link road was opened, although this will hopefully change once the other links in Huntingdon are opened up. These issues have been reported to HE for further investigation and again should be considered as part of its post opening project evaluation.
- 2.8 There are concerns over the lack of provision of a safe crossing point of the A1307 (old A14) between the New Barnes Lane and Cambridge road Fen Drayton junctions. There is an existing gap in the central reservation and, whilst the volume of traffic has reduced significantly there remains a local concern over this crossing. A new non-motorised user (NMU) route has also been provided on the Fen Drayton side that provides a link through to Cambridge. This crossing may therefore become more attractive in the future.
- 2.9 A Highways England designated funds application for a bridge has previously been unsuccessful at this location, due to the relatively small number of users versus the high cost of a bridge not creating a feasible business case. A safety audit of the new NMU route has recently been completed, which considered the safety of this crossing. This recommended that signage be erected on the approach warning drivers of the potential for

pedestrians crossing. Despite this recommended minor improvement, the lack of provision of a formal crossing point remains a key concern and further discussions on this issue will need to take place with Highways England as part of the detrunking process for the old A14 now A1307.

- 2.10. The impact of the scheme on the village of Dry Drayton has also been raised and the expectation that an impact assessment will be carried out each year for a period of 5 years. This was also linked to the decision of whether to close The Avenue link from the new A1307 into Madingley village, an ambition of residents in the village. The consideration of the outcome of this assessment will inform any future closure of The Avenue.
- 2.11. The monitoring of traffic levels after construction is a general requirement of the legal agreement between the County Council and HE for the scheme as a whole, with defined monitoring points along the corridor that were baselined prior to construction of the scheme. Should any impacts be found that are greater than expected then HE will be required to look at ways to mitigate them.
- 2.12. There are local concerns over the properties at Bar Hill adjacent to the A14, formally a hotel and filling station which are now uninhabited, having lost access from the A14, and are now owned by Highways England. Disposal of these properties is being progressed by Highways England. Developing an alternative access if not purchased by the immediately adjacent local company will be challenging. Creating a better amenity for the village is therefore a key concern for the local community.
- 2.13. Local concerns have been expressed over the lack of engagement in the changes to the location of the uncontrolled crossing point of the non-motorised user route at the junction of Saxon Way and Crafts Way in Bar Hill. This crossing point was identified in the Development Consent Order (DCO), but the subsequent detailed design process led to the need for this crossing to be located further away from the roundabout and the reduction of the number of lanes to be crossed on safety grounds. The traffic modelling completed as part of the DCO identified this arm of the roundabout as being under capacity and able to therefore facilitate this reduction in approach lanes. This change was not communicated effectively by Highways England to the local community and lessons must be learnt for future engagement on similar matters associated with the A428.
- 2.14. There are some significant environmental health concerns that have been expressed by residents of communities living close to the A14 at and between junctions 32 (Histon) and 33 (Milton). The details of these noise, air quality and landscape concerns have been forwarded to Highways England and County Council officers will support their District Council colleagues to work through these issues and ensure that they are given due consideration and incorporated into the POPE report.

#### Highways England Post Opening Performance Evaluation (POPE)

- 2.15. The Post Opening Performance Evaluation (POPE) will follow an established Highways England methodology, using GPS data, which will look at trends and traffic growth, journey times, journey reliability, not along the route of the main scheme, but more widely, including in neighbouring villages. It will also use that information to do an assessment of noise, greenhouse gases and air quality of the scheme and assess that against what was

predicted in the Full Business Case.

- 2.16 Because of the scale of the scheme and the elements of the POPE, it will also use a bespoke methodology to look at other elements including social value, including upskilling communities, supporting business and investing in communities. Highways England is able to do more on this than on a conventional road scheme because of the opportunity offered by the scale of the investment. It will also look at the customer experience and provide information for a case study on the new DfT tool to evaluate economic impact known as EPIRE, which includes looking at how many jobs were created. It will also consider the biodiversity and environmental impacts. These impacts will also be revisited in five years' time to monitor progress.
- 2.17 Highways England plan to engage with local authorities on the report and its outcomes to inform its approach to future schemes including the A428 improvements. From a traffic perspective GPS data will inform where there have been negative and positive impacts. Biodiversity will also be checked to see how landscaping and trees are faring.
- 2.18 Outcomes, unexpected or otherwise, that differ from the expected outcomes of the scheme will be addressed through engagement with local authorities on route strategies. This will help shape future investment in Roads Investment Strategies beyond 2025.
- 2.19 The completion of the POPE report has been delayed because of the change in traffic levels caused by Covid-19. It will now begin in March 2022 and take an estimated six months to complete. The report will be published as soon as possible on completion.

### **3.0 Damage to the local road network**

- 3.1. During the construction of the new sections of the A14, there was a significant amount of disruption, which is to be expected for a project of this size on the highway network. This included many closures with associated diversion routes.
- 3.2. Whilst these diversion routes utilised the strategic route network wherever possible, there were a few circumstances when this was not possible, and the local highway network had to be used.
- 3.3. However, the greater concern has been the volume and type of traffic that attempted to avoid the strategic diversion routes by using local roads along the A14 corridor. Many of these roads are unclassified and were unsuitable, particularly for use by HGV's that regularly avoided the night-time closure diversions. There were also some challenges with the signing for diversions that saw improvements over time.
- 3.4. This caused significant disruption for some communities living along the corridor and has also left a lasting negative legacy, as the condition of many of these roads has deteriorated significantly due to this unsuitable volume and type of traffic.
- 3.5. Local Members and Parish Councils have highlighted the areas of concern and a list of roads is included in appendix A to this report.

- 3.6. The County Council has been working closely with HE over this issue and, despite initial positive signs that some work could be funded by HE, it has been confirmed that this is now not possible.
- 3.7. Both the County Council and HE subsequently raised the issue with the Department for Transport (DfT) and, whilst receiving an initial positive response that funding may be able to be made available, the DfT have not yet been able to establish any available funding.

#### **4.0 Swavesey and Bar Hill NMU Crossing Cycle Barriers**

- 4.1 As part of the final stage 3 safety audits completed by HE on the two large non-motorised user bridges at Swavesey and Bar Hill an issue was raised with the potential risk of conflict between vulnerable users and cyclists on the approach ramps. The proximity of the carriageway at the bottom of these relatively steep ramps was also a concern.
- 4.2 In response to this, HE in consultation with County Council introduced staggered barriers at the bottom of all four ramps in a bid to reduce this risk. However, whilst the design of the spacing of these barriers was subject to a technical review for a wide range of users, such as mobility scooters, wheelchairs, tandems and cycle trailers, concerns over potential issues for users using larger disability cycles or cargo bikes have been expressed.
- 4.3 Whilst the County Council has already adopted the approach ramps as part of the adoption process for new A14 assets, it has however procured an independent review of these barriers and the risks raised by the original road safety audit conducted by HE.
- 4.4 The report is attached in appendix B of this report, which recommends removal of three of the four barriers and replacement with a centralised bollard, needed to protect the bridge structures from general vehicular access. The fourth barrier location on the northern side of the Swavesey bridge, where the risk of uncontrolled entry to the carriageway is highest, is recommended to be retained and the spacing between the barriers extended to guarantee access of all users.
- 4.5 These removable bollards will be designed to minimise impact on general users of the ramps and be clearly visible with retroreflective markings and white lining on either approach.
- 4.6 The three local divisional County Councillors have been consulted on these proposals and have all shown clear support for the removal of the barriers based on feedback from the local communities they represent. There was also a desire to see the barrier removed from the north side of the Swavesey crossing, despite the report advising against this. Alternative options to protect the risk of cyclists inadvertently entering the live carriageway have therefore been investigated. The proposal is to install pedestrian guardrail adjacent to the carriageway kerb across the end of the off ramp, thereby protecting cyclists from entering the carriageway, allowing the access control barrier to be removed and replaced with a removable bollard as at the other three locations.
- 4.7 The Cambridge Cycle Campaign (CamCycle) has also been consulted and it also supports the complete removal of the barriers and measures that have been proposed. Further engagement will take place with CamCycle on the detailed design and layout of the

removable bollards at the four locations prior to installation, the pedestrian guardrail and the other minor signing and lining measures suggested in the road safety audit report and WSP independent report.

- 4.8 Subject to approval by this Committee, these works would be carried out by the County Council at an estimated cost of £5,000.

Local Transport Note 1/20 – Cycle Infrastructure Design

- 4.9 Local transport notes (LTNs) issued by the DfT summarise the latest and most important ideas about traffic management issues and provide guidance for local authorities.
- 4.10 This LTN provides guidance to local authorities on delivery of high-quality cycle infrastructure and was released in July 2020, applying to all new infrastructure designed from that point onwards.
- 4.11 Local authorities are responsible for setting design standards for their roads. This national guidance provides a recommended basis for those standards and there is an expectation that local authorities will demonstrate that they have given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure. It still gives local authorities flexibility on design of infrastructure but sets an objective and measurable quality threshold.
- 4.12 An expectation was therefore placed on the County Council from July 2020 for it to consider LTN1/20 guidance in the design of all changes associated with highway improvements, new highway construction and new or improved cycle facilities, including those on other rights of way such as bridleways and routes within public open space.
- 4.13 One of the summary principles within the guidance is that access control measures, such as chicane barriers and dismount signs, should not be used. They reduce the usability of a route for everyone and may exclude people riding nonstandard cycles and cargo bikes. They reduce the capacity of a route as well as the directness and comfort. Schemes should not be designed in such a way that access controls, obstructions and barriers are even necessary; pedestrians and cyclists should be kept separate with clear, delineated routes.
- 4.14 The design of the Swavesey and Bar Hill NMU bridges was carried by Highways England prior to the release of the LTN1/20 guidance and the above principle was not therefore considered as part of the design process. The layout and gradient of the approach ramp at the Swavesey north location has led to challenges that ultimately led to access controls being recommended on safety grounds as an outcome from two independent reviews.
- 4.15 This highlights that the LTN1/20 guidance cannot always be adhered to, particularly when applied to existing infrastructure that was not informed by it. This will be the case in many instances for schemes constructed within the existing public highway, where there are many constraints for designers. A balance therefore has to be struck and the reasons for not being able to comply with standards or guidance documented. We are however pleased to report in this instance that an alternative design has been proposed that will fully comply with the guidance set out in LTN1/20.

## **5.0 A14 Lessons Learnt**

- 5.1 There are clearly a number of lessons to be learnt from this extremely large infrastructure scheme and numerous sessions have already taken place between Highways England, the A14 Integrated Delivery Team and County Council Officers. The outcome of these sessions has been documented and is now being used to inform the A428 project and the Development Consent Order (DCO) process that is now underway.
- 5.2 The County Council has also worked with Highways England to support the arrangement of a session with Parish Council's and District and County Councillors along the route. This will be scheduled in the coming months and will again be valuable in informing the development and delivery of the A428 scheme.

## **6.0 A14 Parish Council Legacy Funded Projects**

- 6.1 There still appears to be some delay in completing these projects being expressed by local Parish Councils and County Councillors are attempting to support them. An update has been requested from Highways England on all Parish Council projects to include County Councillors.

## **7. Alignment with corporate priorities**

- 7.1 Communities at the heart of everything we do  
There are no significant implications for this priority.
- 7.2 A good quality of life for everyone  
  
The escalation of local issues to Highways England for resolution will support the best quality of life for all living along the A14 corridor.
- 7.3 Helping our children learn, develop and live life to the full  
There are no significant implications for this priority.
- 7.4 Cambridgeshire: a well-connected, safe, clean, green environment  
There are no significant implications for this priority, however the proposed changes to the NMU bridges will help to strike the right balance between safety and ease of access via low carbon transport modes.
- 7.5 Protecting and caring for those who need us  
There are no significant implications for this priority.

## **8. Significant Implications**

- 8.1 Resource Implications  
This report outlines the issues associated with the damage to the network and other local network issues, a further report will be presented to Committee later this year, which will set

out the details of the detrunking process related to the old sections of the A14, agreement of the detrunking date and estimated ongoing maintenance costs.

8.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

8.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

8.4 Equality and Diversity Implications

An Equality Impact Assessment (EqIA) has been completed in relation to the proposed changes to the barriers on the approach ramps to the two structures at Bar Hill and Swavesey. This assessment can be found in Appendix C of this report.

8.5 Engagement and Communications Implications

There are no significant implications within this category.

8.6 Localism and Local Member Involvement

There are no significant implications within this category.

8.7 Public Health Implications

The noise and air quality concerns raised by residents will be reviewed by Highways England, County Council officers and District Council colleagues with findings incorporated into the POPE report, which will also assess against the noise and air quality of the scheme predicted in the Full Business Case.

8.8 Environment and Climate Change Implications on Priority Areas

8.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: Report is an update only no decision required

8.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: On balance this is a neutral position, however the recommended changes to the NMU bridges will enable easier access to the route for a wider range of low carbon transport users.

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

Positive/neutral/negative Status: Neutral

Explanation: Report is an update only no decision required

8.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: Report is an update only no decision required

8.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: Report is an update only no decision required

8.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral  
Explanation: Report is an update only no decision required

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

Positive/neutral/negative Status: Neutral  
Explanation: Report is an update only no decision required

Have the resource implications been cleared by Finance? Yes  
Name of Financial Officer: David Parcell (on behalf of Sarah Heywood)

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes  
Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes  
Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes  
Name of Officer: Jenni Bartlett (on behalf of Elsa Evans)

Have any engagement and communication implications been cleared by Communications? Yes  
Name of Officer: Sarah Silk

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

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

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

## 9. Source documents

### 9.1 Source documents

List of damaged local network roads – Appendix A  
WSP Independent review report – Appendix B  
Equality Impact Assessment – Appendix C



## Appendix A - Damage to Local Network

Road	Parish	Location description	Comments	Road Classification
Dry Drayton Road	Oakington	From A14 works to traffic calming	damage to carriageway	C class
Oakington Road	Dry Drayton		damage to carriageway	C class
B1050 Hattons Road	Longstanton	From A14 Works to Longstanton roundabout	damage to carriageway	B road
Boxworth End	Swavesey	Roundabout into 30mph zone	verges and carriageway damage particularly edges, especially on bends	C class
New Barns Road	Connington	From Conington village to old A14, (excluding new bridge works)	verges destroyed and carriageway damage particularly edges, especially on bends	Unclass
Connington Road	Conington & Fenstanton	From New Barns junction to Fenstanton, (excluding new bridge works)	verges destroyed and carriageway damage particularly edges, especially on bends	Unclass
Grafham Road, Ellington and Breach Road, Grafham	Ellington & Grafham	The Grafham to Ellington Road	verges and carriageway damage particularly edges, especially on bends	C class
Thrapston Road	Ellington	From A14 through village to A14 (slips on and off, but not HE sections)	verges and carriageway particularly the edges, due to HGV's parking on the Ellington Slip	C class
Ellington Bridge and Roundabout	Ellington	Excludes slip on/off	road sinking along edges due to weight of HGV's. Roundabout carriageway damage	C class
High Street	Ellington	All road	damage to carriageway and verges and pavements are junctions.	C class
Spaldwick Bridge (Barham Road?)	Spaldwick	Bridge over A14	damage to carriageway	C class
Globe Lane	Alconbury	From village to Woolley Road	road damaged, verges destroyed	C class
Woolley road	Woolley	From A1 to Globe Lane	damage to carriageway and verges	C class
Brampton Road	Huntingdon		damage to carriageway	C class
Hinchingbrooke Park Road	Huntingdon		damage to carriageway	C class
B1040 Galley Hill through to (old) Kisby's Hut	Papworth Everard		damage to carriageway	C class
High Street	Boxworth	From Roundabout to bends, passed A14 depots	verges and carriageway damage particularly edges, especially on bends	C class
Bar Hill roundabout ( by the Hotel)	Bar Hill	roundabout ( by the Hotel)	Joints failed and significant deterioration	
Ramper Road	Swavesey	All road	damage to carriageway	
Rose & Crown Rd	Swavesey	All road	damage to carriageway	
Fen Drayton Road	Swavesey	All road	damage to carriageway	
Over Road	Swavesey	All road	damage to carriageway	
Boxworth End (at the southern end near Boxworth End Farm)	Swavesey	All road	damage to carriageway	
Buckingway Road	Swavesey	All road	damage to carriageway	





# TECHNICAL NOTE 1

<b>DATE:</b>	20 May 2021	<b>CONFIDENTIALITY:</b>	Restricted
<b>SUBJECT:</b>	A14 NMU Routes BN18 and BN22 Safety Reviews		
<b>PROJECT:</b>	A14 NMU Bridges	<b>AUTHOR:</b>	[REDACTED]
<b>CHECKED:</b>	[REDACTED]	<b>APPROVED:</b>	[REDACTED]

## 1 INTRODUCTION

### 1.1 Project Background

WSP have been appointed by Cambridgeshire County Council (CCC) to carry out an independent safety review on chicane barriers installed on the approach ramps of two new NMU bridges over the A14 in Cambridge.

CCC have received objections since installing cycle barriers on the ramp approaches to two of the new NMU bridges over the A14 – one near Swavesey (BN18) and the other at Bar Hill (BN22).

The barriers were installed based on findings from a stage 3 safety audit, which raised concerns that:

- cyclists were at risk of entering the carriageway after travelling down relatively steep approaches to the highway and meeting live traffic if they lost control, and
- there is risk of collisions between cyclists and other NMU users on the ramps themselves due to speeds.

Following the outcome of the RSA, Highways England and CCC collaborated to find the best solution to this safety hazard. The barriers were not part of the original design, which instead included installation of removable bollards to prevent non-authorised vehicular access.

Since installation of these barriers (in a chicane arrangement), CCC have received complaints from local cycle groups and cycle enthusiasts on the basis that their presence is contrary to the advice in LTN (Local Transport Note) 1/20.

### 1.2 Document Purpose

This document provides a safety review of the barriers installed on the approach ramps of the Swavesey and Bar Hill NMU bridges, how they interact with the adjoining road systems, and the risks to NMU users using them.

### 1.3 Document Scope

This document is intended to be an independent safety review based on the information available and does not constitute a formal Road Safety Audit in accordance with GG119. Only safety issues relating to the provision of the chicane barriers on the two NMU bridges have been considered in this report.

Drawings / Documents considered as part of this review:

Document Reference	Document Title
HA528983-ACJV-HGN-S4_IRSA3-RP-C-0003	IRSA3 Swavesey and LAR Link (Swavesey to Bar Hill Response Report)
HA528983-ACJV-HGN-S4_IRSA3-RP-C-0005 - Bar Hill Resp	Interim RSA3 Bar Hill Junction Response Report
	BN18 and BN22 Barrier Locations
	S4_BICYCLE-230221 Measurement
	Tracking

The site was visited by [REDACTED] and [REDACTED] on Monday the 26<sup>th</sup> of April 2020 between 10:30 and 12:00 noon. At the time of the site visit, the weather was fine and the road surface was dry. There were a few cyclists and pedestrians observed using the NMU routes at both Swavesey and Bar Hill.

## 2. OPTIONS ASSESSED

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As part of the safety review, 4 options were considered for each of the four sites. These are:

### **Option 1 – Remove the barriers**

Within this option, it may be necessary to provide other mitigation if the risk of collisions with general traffic or with other users of the NMU route is high. There may be other characteristics of the bridges such as gradients and forward visibility that do not comply with the guidance recommended in LTN 1/20 that cannot be mitigated against without the barriers in place.

### **Option 2 - Remove one of the double barriers**

Removing one of the double barriers at each location would remove the chicane and leaving a narrowing. This could allow cyclists to pass at speed while providing a sheltered waiting space for other users to ensure that the cyclist does not hit them at speed. However, this effectively assigns priority to the cyclist over other users and when opposing cyclists are present, the ambiguity may result in collisions. When cyclists are able to pass the barriers un-opposed by other users, this does not mitigate the risk of cyclists approaching the adjoining route at speed.

### **Option 3- Retain the barriers and increase the gap between them to 2.5 - 3.0m**

The tracking information is provided for a 2.3m tandem and a 2.77m cycle with trailer. Although the tracking shows that longer cycles can get through the barrier, the chicane arrangement may preclude some disabled users, cargo bikes and horse riders. Increasing the gap between the barriers may not sufficiently reduce the speed of cyclists to mitigate the risk, particularly if this forms part of a commuter route where regular cyclists will become accustomed to the layout and the movements are tidal.

### **Option 4 – Retain the barriers**

Although the barriers are not advised within LTN 1/20, they have been installed as a safety mitigation against the risk of cyclists gathering speed on the downhill approaches from the NMU bridges to the highway network.

As discussed in option 1, there may be other characteristics of the bridges such as gradients and forward visibility that do not comply with the guidance recommended in LTN/120 and cannot be mitigated against without the barriers in place.



issues with cycle speeds. The ramps ties in perpendicular to the adjoining NMU. This layout would require cyclists to make an awkward turning manoeuvre and if cyclists did this at speed, it could result in cyclists entering the carriageway or colliding with pedestrians or other cyclists using the adjoining route. The risk of collisions with other cyclist/pedestrians or vehicles at this location is high.

### Recommendation:

At this location, it is recommended that the chicane barrier is retained. The chicane barriers are spaced approximately 1.78m from each other and this may preclude other disabled users or cargo cycles. It is unclear from the information provided what proportion of bigger cycles will access this barrier. If the proportion is high, then consideration should be given to increasing the gap between the barriers to accommodate these users. It should be noted however that increasing the gap between the barriers may not sufficiently reduce the speed of cyclists to mitigate the risk, particularly if this forms part of a commuter route where regular cyclists will become accustomed to the layout and the movements are tidal.

## 3.2 Site 2 – Swavesey South



Figure 6- Swavesey South Location Plan

On the Swavesey south route, the gradients are more gentle and the route leads to an uncontrolled crossing via a 90-degree bend. At the tie in to Boxworth Road, there are wayfinding signs for pedestrians, cyclists and horse riders, but the shared signs leading to the NMU bridge is only signed for pedestrians and cyclists. It is therefore unclear whether horse riders are expected to use the bridge.



Figure 7- View looking towards uncontrolled crossing



Figure 8 – Signage on Boxworth Road.



Cyclists descending the ramp at Swavesey south have good visibility to approaching cyclists/ pedestrians and will be slowing down to the crossing due to the 90-degree bend. The risk of collision with other pedestrians/cyclists and vehicles at this location is low.

**Recommendation:**

It is recommended that the chicane barrier arrangement at this location is removed. It is also recommended that a form of vehicle access control is provided to prevent unauthorised vehicles from accessing the NMU route.

### 3.3 Site 3 – Bar Hill North

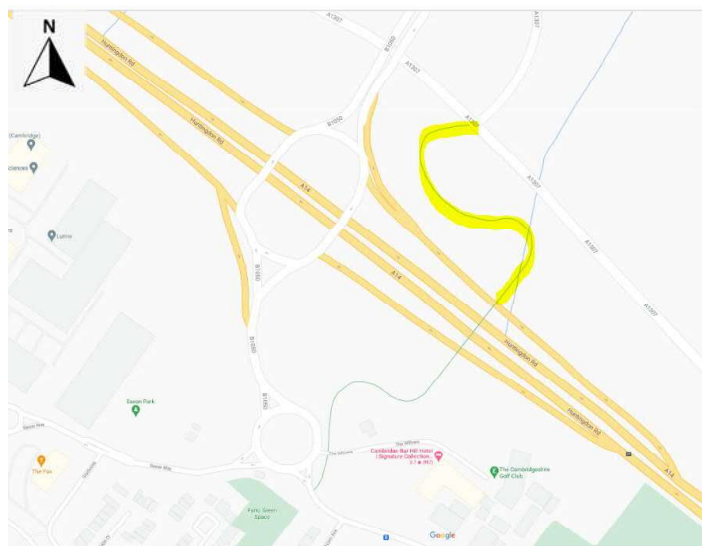


Figure 9 – Bar Hill North Location Plan

The NMU route over the A14 at its northern end joins the existing road (A1307) parallel to the A14 via a controlled crossing.



Figure 10 – View looking at controlled crossing



Figure 11 - View of forward visibility along route

The slope on the northern approach ramp is gentle and unlikely to encourage higher cyclist speeds. The visibility to other approaching cyclists/ pedestrians is generally good. There is a wide verge serving as a buffer zone between the NMU route and the carriageway. The risk of speed and collisions with other pedestrians/cyclists or vehicles at this location is low.



### Recommendation:

It is recommended that the chicane barrier arrangement at this location is removed. It is also recommended that a form of vehicle access control is provided to prevent unauthorised vehicles from accessing the NMU route.

## 3.3 Site 4 – Bar Hill South

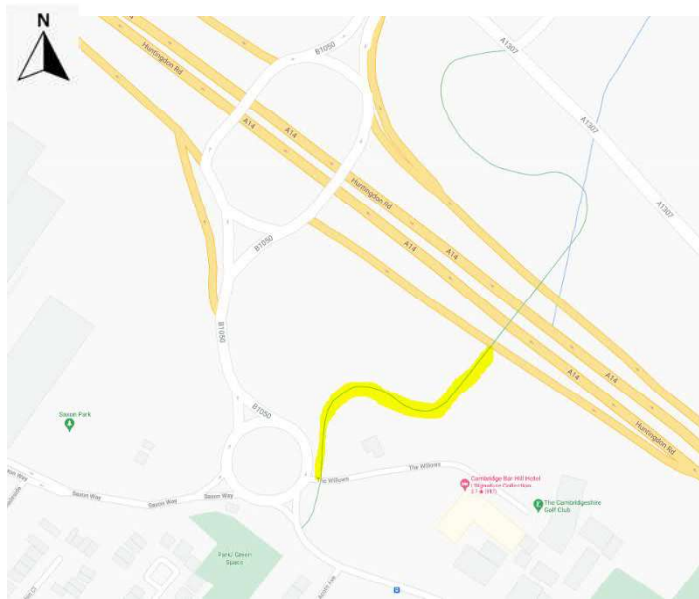


Figure 12 – Bar Hill South Location Plan

South of the NMU bridge, the alignment of the route follows a series of horizontal curves and gradients along this section appear to be steep (LTN 1/20 recommends a desirable maximum length of 30m for a 5% gradient). The edge of the NMU route is protected by a high fence infilled with mesh. Visibility along this section of the route is restricted by the horizontal curvature and fence. There is no visibility to other approaching cyclists/pedestrians or horse riders and there is an increased of conflict between cyclists and pedestrians/other cyclists and horse riders. Any conflicts between cyclists/pedestrians/horse riders is likely to occur within this section.



Figure 9: View of obstructed visibility



Figure 10: View of obstructed visibility

Visibility as the route approaches the Willows is generally good although it is partially obstructed by a large sign and overgrown vegetation in the northern verge of The Willows.



Figure 11 – View from route looking towards The Willows.

At the location of the southern barrier, cyclists will generally have good forward visibility to traffic however visibility to vehicles exiting The Willows is obstructed by the hotel sign and overgrown vegetation. Risk of collision with vehicles or other cyclists/pedestrians is low.

#### **Recommendation:**

It is recommended that:

- The chicane barrier arrangement is removed.
- A form of vehicle access control is provided to prevent unauthorised vehicles from accessing the NMU route.
- The hotel sign in the northern verge of The Willows is set further back and overgrown vegetation cut back to improve visibility to vehicles exiting The Cambridge Bar Hotel.
- Cycle logos are installed on the outside of the bend on the downward grade where visibility is poor to encourage cyclists to keep to the edge of the NMU route thereby minimising conflict with other users.

## Equality Impact Assessment For employees and/or communities

*This EIA form will assist you to ensure we meet our duties under the Equality Act 2010 to take account of the needs and impacts of the proposal or function in relation to people with protected characteristics. Please note, this is an ongoing duty. This means you must keep this EIA under review and update it as necessary to ensure its continued effectiveness.*

### Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Infrastructure & Growth		Name:	Bradley Joseph
Proposal being assessed:		Job Title:	Project Manager
Cycle barriers		Contact details:	bradley.joseph@cambridgeshire.gov.uk
Business Plan Proposal Number: (if relevant)	n/a	Date commenced:	13 July 2021
		Date completed:	
<b>Key service delivery objectives:</b>			
<p><i>Include a brief summary of the current service or arrangements in this area to meet these objectives, to allow reviewers to understand context.</i></p> <p>Removal of cycle barriers on the new Non-Motorised User (NMU) route/Bridleway at 4 No. locations, either side of two new bridges at Swavesey and Bar Hill constructed as part of the A14 Huntingdon to Cambridge Improvement project.</p>			
<b>Key service outcomes:</b>			
<p><i>Describe the outcomes the service is working to achieve</i></p> <p>Following removal of the cycle barriers, CCC is aiming to improve accessibility for all users of the NMU route. These barriers are not recommended in the DfT's Local Transport Note on Cycle Infrastructure Design (LTN 1/20) and appear to limit access for some disabled users using particular types of equipment.</p>			
<b>What is the proposal?</b>			
<p><i>Describe what is changing and why</i></p> <p>CCC received feedback from a disabled cyclist using the NMU route, that the spacing of the barriers was too narrow for their adaptive cycle to pass through the barrier arrangement easily. It is also considered that the current barrier arrangement does not adhere to the guidance contained within the DfT's Local Transport Note on Cycle Infrastructure Design (LTN 1/20). Note: this is design guidance and not a legal requirement.</p> <p>An independent safety review has recommended that the barriers at 3 No. locations could be removed completely, but the barriers at the fourth location</p>			

## Equality Impact Assessment For employees and/or communities

retained on safety grounds, with the barrier spacing increased slightly in order to allow disabled cyclists (and cargo bike users) to travel through them easily. However, the barrier arrangement should not be spaced too far apart as this could result in increased speeds of standard cycle movements.

The independent safety review report was forwarded on to local councillors and the Cambridge Cycle Campaign for comment, and further reservations were received in relation to retaining the cycle barriers at one location. In response, CCC have considered an alternative option – to remove these cycle barriers and install pedestrian guardrail adjacent to the kerbline opposite the ramp on the perpendicular A1307.

### **What information did you use to assess who would be affected by this proposal?**

*For example, statistics, consultation documents, studies, research, customer feedback, briefings, comparative policies etc.*

The Road Safety Audit assessed the design of the NMU from the perspective of all users, including cyclists, equestrian riders, pedestrians, and also those considered to be in 'vulnerable' age groups (e.g. young children and the elderly).

The cycle barriers proposed were cited as used on the Busway cycle track at Histon, Westwick and Swavesey sites.

Local Councillors and cycle groups (e.g. Cambridge Cycle Campaign) were consulted and their feedback was considered as part of this process.

### **Are there any gaps in the information you used to assess who would be affected by this proposal?**

*If yes, what steps did you take to resolve them?*

Information gaps include:

1. Pedestrian and cycle count survey details for both before and after the installation of the cycle barriers. This would provide a better idea of whether demand has reduced following installation.
2. Interview surveys. This information would help inform by providing user feedback.

In response to feedback received from these groups following implementation, CCC commissioned an independent safety review/risk assessment to be carried for the purpose of identifying the risks associated with removing the cycle barriers.

### **Who will be affected by this proposal?**

*A proposal may affect everyone in the local authority area / working for the local authority or alternatively it might affect specific groups or communities. Describe:*

- *If the proposal covers all staff/the county, or specific teams/geographical areas;*
- *Which particular employee groups / service user groups would be affected;*

## Equality Impact Assessment For employees and/or communities

- *If minority/disadvantaged groups would be over/under-represented in affected groups.*

*Consider the following:*

- *What is the significance of the impact on affected persons?*
- *Does the proposal relate to services that have been identified as being important to people with particular protected characteristics / who are rurally isolated or experiencing poverty?*
- *Does the proposal relate to an area with known inequalities?*
- *Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?*

There is a potential impact on certain vulnerable users (e.g. children and elderly pedestrians or those with mobility impairments) on the ramps with regards to conflict with speeding cyclists following removal of the cycle barriers. The NMU route is a standard width for shared use, and visibility meets current design standards, therefore overall risk to these user groups is relatively low.

## Section 2: Scope of Equality Impact Assessment

Scope of Equality Impact Assessment					
<i>Check the boxes to show which group(s) is/are considered in this assessment.</i>					
<i>Note: * = protected characteristic under the Equality Act 2010.</i>					
*	Age	<input checked="" type="checkbox"/>	*	Disability	<input checked="" type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	*	Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	*	Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	*	Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>	X		
	Rural isolation	<input checked="" type="checkbox"/>		Poverty	<input type="checkbox"/>

## Section 3: Equality Impact Assessment

***The Equality Act requires us to meet the following duties:***

*Duty of all employers and service providers:*

- *Not to directly discriminate and/or indirectly discriminate against people with protected characteristics.*
- *Not to carry out / allow other specified kinds of discrimination against these groups, including discrimination by association and failing to make reasonable adjustments for disabled people.*
- *Not to allow/support the harassment and/or victimization of people with protected characteristics.*

## Equality Impact Assessment For employees and/or communities

*Duty of public sector organisations:*

- To advance equality of opportunity and foster good relations between people with protected characteristics and others.
- To eliminate discrimination

For full details see the [Equality Act 2010](#).

*We will also work to reduce poverty via procurement choices.*

<b>Research, data and/or statistical evidence</b>
<i>List evidence sources, research, statistics etc., used. State when this was gathered / dates from. State which potentially affected groups were considered. Append data, evidence or equivalent.</i>
None
<b>Consultation evidence</b>
<i>State who was consulted and when (e.g. internal/external people and whether they included members of the affected groups). State which potentially affected groups were considered. Append consultation questions and responses or equivalent.</i>
Local Councillors and cycle groups (e.g. Cambridge Cycle Campaign) were consulted and their feedback was considered as part of this process.
<b>Based on consultation evidence or similar, what positive impacts are anticipated from this proposal?</b>
<i>This includes impacts retained from any previous arrangements. Use the evidence you described above to support your answer.</i>
<p>CCC believe by making the modifications, this will ensure all cyclists are able to utilise this NMU route safely and with a degree of comfort. This will in turn help promote this route for cyclists living in surrounding rural villages, and improve connectivity with larger urban areas, such as Cambridge and Huntingdon.</p> <p>The changes are also unlikely to have an adverse effect on other NMU users, including pedestrians and equestrian riders.</p> <p>The modifications also align more closely with the DfT's Local Transport Note on Cycle Infrastructure Design (LTN 1/20).</p>
<b>Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?</b>
<i>This includes impacts retained from any previous arrangements. Use the evidence you described above to support your answer.</i>
<p>Although the independent safety report recommended retaining the barriers on the north side of Swavesey bridge, CCC are considering removing these barriers too, and installing pedestrian guardrail on the adjacent A1307 directly opposite the ramp heading towards the bridge. The negative impacts of this proposal are that</p>

## Equality Impact Assessment For employees and/or communities

speeding cyclists may still come into conflict with NMU users on the A1307 route, rather than being slowed down in advance by the barriers.

### **How will the process of change be managed?**

*Poorly managed change processes can cause stress / distress, even when the outcome is expected to be an improvement. How will you involve people with protected characteristics / at risk of poverty/isolation in the change process to ensure distress / stress is kept to a minimum? This is particularly important where they may need different or extra support, accessible information etc.*

CCC officers will continue to liaise regularly with Local Councillors, members of the public and the local cycle community. Feedback will be used as a basis for any future amendments (if necessary).

Accident statistical data in the vicinity of the cycle barrier locations will be reviewed on an annual basis to identify any accident trends, which may result from the proposed modifications.

### **How will the impacts during the change process be monitored and improvements made (where required)?**

*How will you confirm that the process of change is not leading to excessive stress/distress to people with protected characteristics / at risk of isolation/poverty, compared to other people impacted by the change? What will you do if it is discovered such groups are being less well supported than others?*

As mentioned above, CCC will liaise with Local Councillors, Cambridge Cycle Campaign and the CCC Cycle team. Local Councillors and Cambridge Cycle Campaign will be approached for review and comments on the final design.



## Equality Impact Assessment For employees and/or communities

### Section 4: Equality Impact Assessment - Action plan

See notes at the end of this form for advice on completing this table.

Details of disproportionate negative impact (e.g. worse treatment / outcomes)	Group(s) affected	Severity of impact (L/M/H)	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
Experienced cyclists might approach the locations where the cycle barriers have been removed at inappropriate speed. This could result in a collision at the bottom of the ramp with a vulnerable NMU user, e.g. a child or partially sighted/profoundly deaf pedestrian	Age & Disability	M	New median bollard at foot of each ramp where cycle barriers have been removed to prevent vehicular access, will feature reflective banding to improve visibility. Cycle symbols to be painted on the NMU surface in addition to extra 'SLOW' markings where appropriate. This will help highlight the presence of cyclists and also draw cyclist attention to the potential hazard ahead.	CCC	Sep 21	

### Section 5: Approval

<b>Name of person who completed this EIA:</b>	Bradley Joseph	<b>Name of person who approves this EIA:</b>	Andrew Preston
<b>Signature:</b>		<b>Signature:</b>	
<b>Job title:</b>	Project Manager Project Delivery	<b>Job title:</b> <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Assistant Director Infrastructure & Growth
<b>Date:</b>	13 July 2021	<b>Date:</b>	16 July 2021



## Equality Impact Assessment For employees and/or communities

### Guidance on completing the Action Plan

If our EIA shows that people with protected characteristics and/or those at risk of isolation/poverty will be negatively affected more than other people by this proposal, complete this action plan to identify what we will do to prevent/mitigate this.

#### Severity of impact

To rate severity of impact, follow the column from the top and row from the side and the impact level is where they meet.

		Severity of impact				Priority and response based on impact rating		
		Minor	Moderate	Serious	Major	High	Medium	Low
Likelihood of impact	Inevitable	M	H	H	H	Amend design, methodology etc. and do not start or continue work until relevant control measures are in place. Or justify retaining high impact	Introduce measures to control/reduce impact. Ensure control measures are in use and working. Or justify retaining medium impact	Impact may be acceptable without changes or lower priority action required. Or justify retaining low impact
	More than likely	M	M	H	H			
	Less than likely	L	M	M	H			
	Unlikely	L	L	M	M			

#### Actions to mitigate impact will meet the following standards:

- Where the Equality Act applies: achieve legal compliance or better, unless justifiable.
- Where the Equality Act does not apply: remove / reduce impact to an acceptably low level.

#### Justification of retaining negative impact to groups with protected characteristics:

There will be some situations where it is justifiable to treat protected groups less favourably. Where retaining a negative impact to a protected group is justifiable, give details of the justification for this. For example, if employees have to be clean shaven to safely use safety face masks, this will have a negative impact on people who have a beard for religious reason e.g. Sikhism. The impact is justifiable because a beard makes the mask less effective, impacting the person's safety. You should still reduce impact from a higher to a lower level if possible, e.g. allocating work tasks to avoid Sikhs doing tasks requiring face masks if this is possible instead of not employing Sikhs.



## Finance Monitoring Report – June 2021

To: Highways and Transport Committee

Meeting Date: 27th July 2021

From: Steve Cox – Executive Director, Place & Economy  
Tom Kelly – Chief Finance Officer

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The report is presented to provide Committee with an opportunity to note and comment on the forecast position for 2021/2022.

Recommendation: The Committee is asked to review, note and comment upon the report.

### Officer contact:

Name: Sarah Heywood  
Post: Strategic Finance Manager  
Email: [sarah.heywood@cambridgeshire.gov.uk](mailto:sarah.heywood@cambridgeshire.gov.uk)  
Tel: 01223 699 714

### Member contacts:

Names: Councillor Peter McDonald  
Post: Chair of the Highways and Transport Committee  
Email: [Peter.McDonald@cambridgeshire.gov.uk](mailto:Peter.McDonald@cambridgeshire.gov.uk)  
Tel: 01223 706398

## 1. Background

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the finance monitoring report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Green Investment Committee are shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.

## 2. Main Issues

- 2.1 Revenue: The report attached as Appendix A is the Place & Economy Finance Monitoring Report as at the end of June 2021. Place and Economy is currently forecasting a £200K underspend at year end, due to Street Lighting as the energy prices have increased by less than the budgeted inflationary uplift.
- 2.2 As detailed in the table 2.1.2 of the Finance Monitoring Report, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. In Business Planning, funding of £3.7m was allocated as an estimate of the financial impact on the service of Covid and this will be reviewed on a monthly basis and any funding not required will be transferred back to the corporate centre. For this June monitoring report the required funding has reduced due to more favourable income figures for parking operations. All the allocations will be reviewed and updated on a monthly basis. The funding to reflect the additional costs (for waste) is allocated to the respective budget but the funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy line.
- 2.3 Capital: The capital position is detailed in Appendix 6 and further details on the progress with capital projects is contained within agenda item 4 on this agenda.

## 3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

- 3.2 A good quality of life for everyone

There are no significant implications for this priority.

- 3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment

There are no significant implications for this priority.

### 3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

## 4. Source documents

### 4.1 Source documents

None



## Place &amp; Economy Services

## Finance Monitoring Report – June 2021

## 1. Summary

## 1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Green	Income and Expenditure	Balanced year end position	Green	2
Green	Capital Programme	Remain within overall resources	Green	3

## 2. Income and Expenditure

## 2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2021/22 £000	Actual £000	Forecast Variance - Outturn (June) £000	Forecast Variance - Outturn (June) %
-3,113	Executive Director	3,651	-321	-2,792	-85
+2,737	Highways	23,740	2,387	+2,077	+12
+213	Environmental & Commercial Services	41,343	2,996	+514	+1
+1	Infrastructure & Growth	2,251	673	+1	0
0	External Grants	-6,712	114	0	0
<b>-162</b>	<b>Total</b>	<b>64,273</b>	<b>5,849</b>	<b>-200</b>	<b>0</b>

The service level budgetary control report for June 2021 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

## 2.1.2 Covid Pressures

<b>Budgeted Pressure £000</b>	<b>Pressure</b>	<b>Revised forecast £000</b>
638	Waste additional costs / loss of income	50
1,500	Parking Operations loss of income	875
300	Park & Ride loss of Income	300
603	Traffic Management loss of income	603
310	Planning Fee loss of Income including archaeological income	310
400	Guided Busway – operator income	400
<b>3,751</b>	<b>Total Expenditure</b>	<b>2,538</b>

## 2.2 Significant Issues

### Covid-19

As detailed in the table 2.1.2, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. In Business Planning, funding of £3.7m was allocated as an estimate of the financial impact on the service of Covid and this will be reviewed on a monthly basis and any funding not required will be transferred back to the corporate centre. The funding to reflect the additional costs (for waste) is allocated to the respective budget but the funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy line.

### Waste Private Finance Initiative (PFI) Contract

The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is a new pressure due to increased costs for wood recycling estimated to be in the region of £400K. At this early stage in the financial year these potential pressures and underspends are being shown as netting off until a more detailed position becomes clearer.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this may not be required for this specific purpose. However, this funding will instead be directed to help address the in-year pressure of addressing the Industrial Emissions Directive (IED) which requires the limiting of odour emissions, estimated to be £850K this financial year.



### 3. Balance Sheet

#### 3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

#### 3.2 Capital Expenditure and Funding

##### Expenditure

No significant issues to report this month.

##### Funding

All other schemes are funded as presented in the 2021/22 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

## Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2021/22 £000's	Actual May 2021 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
<b>Executive Director</b>					
0	Executive Director	537	-321	0	0%
-3,113	Lost Sales, Fees & Charges Compensation	3,114	0	-2,792	-90%
<b>-3,113</b>	<b>Executive Director Total</b>	<b>3,651</b>	<b>-321</b>	<b>-2,792</b>	<b>-76%</b>
<b>Highways</b>					
0	Asst Dir - Highways	160	21	0	0%
1	Local Infrastructure Maintenance and Improvement	9,253	-430	1	0%
604	Traffic Management	-181	188	602	333%
0	Road Safety	732	425	0	0%
-168	Street Lighting	10,588	1,649	-198	-2%
100	Highways Asset Management	444	140	96	22%
1,500	Parking Enforcement	-389	403	876	225%
0	Winter Maintenance	2,744	80	0	0%
700	Bus Operations including Park & Ride	389	-89	700	180%
<b>2,737</b>	<b>Highways Total</b>	<b>23,740</b>	<b>2,387</b>	<b>2,077</b>	<b>9%</b>
<b>Environmental &amp; Commercial Services</b>					
110	County Planning, Minerals & Waste	321	48	110	34%
100	Historic Environment	54	97	100	184%
0	Flood Risk Management	1,104	-2	0	0%
0	Energy Projects Director	32	-2,808	0	0%
0	Energy Programme Manager	115	27	-0	0%
2	Waste Management	39,716	5,633	304	1%
<b>213</b>	<b>Environmental &amp; Commercial Services Total</b>	<b>41,343</b>	<b>2,996</b>	<b>514</b>	<b>1%</b>
<b>Infrastructure &amp; Growth</b>					
0	Asst Dir - Infrastructure & Growth	163	40	0	0%
0	Major Infrastructure Delivery	1,513	764	0	0%
0	Transport Strategy and Policy	20	-217	0	2%
0	Growth & Development	555	165	0	0%
0	Highways Development Management	0	-79	0	0%
<b>1</b>	<b>Infrastructure &amp; Growth Total</b>	<b>2,251</b>	<b>673</b>	<b>1</b>	<b>0%</b>
<b>-162</b>	<b>Total</b>	<b>70,985</b>	<b>5,849</b>	<b>-200</b>	<b>0%</b>

## Appendix 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

### Lost Sales, Fees & Charges Compensation

<b>Current Budget for 2021/22 £'000</b>	<b>Actual  £'000</b>	<b>Outturn Forecast  £'000</b>	<b>Outturn Forecast  %</b>
3,114	0	-2,792	-90

Budget has been set aside to cover expected shortfalls in income due to COVID. The budget has been built on assumptions on the level of income and these will be closely monitored during the year.

### Traffic Management

<b>Current Budget for 2021/22 £'000</b>	<b>Actual  £'000</b>	<b>Outturn Forecast  £'000</b>	<b>Outturn Forecast  %</b>
-181	188	+602	+333

Income from permitting is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

### Street Lighting

<b>Current Budget for 2021/22 £'000</b>	<b>Actual  £'000</b>	<b>Outturn Forecast  £'000</b>	<b>Outturn Forecast  %</b>
10,588	1,649	-198	-2

Savings of £188k are expected this year for street lighting energy costs compared to the budget set.

### Highways Asset Management

<b>Current Budget for 2021/22 £'000</b>	<b>Actual  £'000</b>	<b>Outturn Forecast  £'000</b>	<b>Outturn Forecast  %</b>
444	140	+96	+22

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

## Parking Enforcement

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	403	+876	0

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

## Bus Operations including Park & Ride

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-89	+700	0

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

## County Planning, Minerals & Waste

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
321	48	+110	+34

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

## Historic Environment

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
54	97	+100	+184

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

## Waste Management

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
39,716	5,633	+304	+1

The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced

trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is a new pressure due to increased costs for wood recycling estimated to be in the region of £400K. At this early stage in the financial year these potential pressures and underspends are being shown as netting off until a more detailed position becomes clearer.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this may not be required for this specific purpose. However, this funding will instead be directed to help address the in-year pressure of addressing the Industrial Emissions Directive (IED) which requires the limiting of odour emissions, estimated to be £850K this financial year.

# Appendix 3 – Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	6,712
Non-material grants (+/- £30k)	N/A	0
Total Grants 2021/22		6,712

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	64,313	
Centralisation of postage budgets	-40	
Non-material virements (+/- £30k)	0	
Current Budget 2020/21	64,273	

## Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2021 £'000	Movement within Year £'000	Balance at 30th June 2021 £'000	Yearend Forecast Balance £'000	Notes
<b>Other Earmarked Funds</b>					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	175	0	175	0	
On Street Parking	1,876	0	1,876	1,300	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,376	0	1,376	900	
Streetlighting - LED replacement	48	0	48	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	61	0	61	30	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	197	0	197	180	
Steer- Travel Plan+	66	0	66	52	
Waste reserve	984	0	984	984	
Other earmarked reserves under £30k	89	18	107	0	
<b>Sub total</b>	<b>5,184</b>	<b>18</b>	<b>5,202</b>	<b>3,626</b>	
<b>Capital Reserves</b>					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	3,905	(61)	3,844	0	
Other Capital Funding	3,410	1,337	4,748	0	
<b>Sub total</b>	<b>7,315</b>	<b>1,276</b>	<b>8,591</b>	<b>0</b>	
<b>TOTAL</b>	<b>12,499</b>	<b>1,294</b>	<b>13,793</b>	<b>3,626</b>	



## Appendix 6 – Capital Expenditure and Funding

### Capital Expenditure 2021/22

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (June) £'000	Forecast Spend – Outturn (June) £'000	Forecast Variance – Outturn (June) £'000
		<b>Integrated Transport</b>				
200	200	- Major Scheme Development & Delivery	193	0	193	0
318	0	- S106 Northstowe Bus Only Link	318	1	318	0
208	0	- Stuntney Cycleway	177	4	158	-19
978	882	- Local Infrastructure Improvements	978	17	978	0
97	0	- Minor improvements for accessibility and Rights of Way	97	3	97	0
		Safety Schemes				
500	0	- A1303 Swaffham Heath Road Crossroads	480	2	480	0
422	594	-Safety schemes under £500K	844	11	844	0
510	345	- Strategy and Scheme Development work	455	213	534	79
		Delivering the Transport Strategy Aims				
1,775	1,188	- Highway schemes	2,963	3	2,963	0
		- Cycling schemes				
0	550	- Boxworth to A14 Cycle Route	0	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	0	0	0
0	272	- Dry Drayton to NMU	0	3	0	0
400	285	- Hardwick Path Widening	305	236	272	-33
982	760	- Bar Hill to Longstanton	30	5	30	0
1,000	800	- Girton to Oakington	704	112	500	-204
16	0	- Arbury Road	12	0	12	0
974	0	- Papworth to Cambourne	747	0	747	0
0	0	- Wood Green to Godmanchester	0	1	0	0
150	132	- Busway to Science Park	148	0	148	0
200	0	- Fenstanton to Busway	14	23	23	9
100	0	NMU Cycling scheme - Washpit Road	97	53	63	-34
0	0	NMU Cycling scheme - Girton Upgrades	0	0	0	0
388	0	NMU Cycling scheme - Longstanton Bridleway	356	30	262	-94
30	0	- Other Cycling schemes	30	2	30	0
23	23	- Air Quality Monitoring	23	0	23	0
25,000	1,000	- A14	1,000	-1,000	1,000	0
		<b>Operating the Network</b>				
		Carriageway & Footway Maintenance incl Cycle Paths				
1,115	400	- Countywide Safety Fencing renewals	1,115	3	1,115	0
1,249	1,142	- Countywide Retread programme	1,249	-306	1,249	0
481	481	- Countywide F'Way Slurry Seal programme	481	-46	481	0
989	989	- Countywide Surface Dressing programme	989	0	989	0
956	690	- Countywide Prep patching for Surface - Dressing programme	956	62	956	0
709	357	- Whittlesey, Ramsey Road Nr Pondersbridge Carriageway	709	662	709	0
4,182	4,182	- Additional Surface Treatments	4,182	0	4,182	0
3,839	2,431	- Carriageway & Footway Maintenance schemes under £500k	3,848	-183	3,848	0
140	140	Rights of Way	140	11	140	0
		Bridge Strengthening				

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (June) £'000	Forecast Spend – Outturn (June) £'000	Forecast Variance – Outturn (June) £'000
900	568	- St Ives Flood Arches	900	2	900	0
2,226	1,996	- Other	2,226	272	2,226	0
1,407	850	Traffic Signal Replacement	1,407	249	1,407	0
200	200	Smarter Travel Management - Int Highways Man Centre	200	34	200	0
165	165	Smarter Travel Management - Real Time Bus Information	165	-29	165	0
		<b>Highway Services</b>				
		£90m Highways Maintenance schemes				
839	0	- B1050 Willingham, Shelford Rd Prov.	0	-4	0	0
500	0	- B660 Holme, Long Drove C/way resurface/strengthen	638	542	638	0
900	0	- B1382 Prickwillow Pudney Hill Road Carriageway	900	663	900	0
550	0	- B198 Wisbech, Cromwell Road Carriageway	625	-5	625	0
80,627	2,723	- Highways Maintenance (£90m) schemes under £500K	4,403	-59	4,360	-43
		Pothole grant funding	0	0	0	0
3,074	0	- Additional Surface Treatments 2020/21	3,074	355	3,074	0
3,770	0	- Pothole funding schemes under £500K	3,767	543	3,770	3
4,000	4,000	Footways	4,000	0	4,000	0
		<b>Environment &amp; Commercial Services</b>				
6,634	3,188	- Waste Infrastructure	294	38	294	0
680	0	- Northstowe Heritage Centre	519	33	519	0
1,000	0	- Energy Efficiency Fund	306	-25	247	-59
8,998	8,835	- Swaffham Prior Community Heat Scheme	8,998	4	8,998	0
928	0	- Alconbury Civic Hub Solar Car Ports	583	-310	583	0
4,321	3,134	- St Ives Smart Energy Grid Demonstrator scheme	967	0	967	0
6,849	2,161	- Babraham Smart Energy Grid	1,409	-79	1,409	0
6,970	-	- Trumpington Smart Energy Grid	0	0	0	0
8,266	127	- Stanground Closed Landfill Energy Project	236	-10	236	0
2,526	-	- Woodston Closed Landfill Energy Project	0	-8	0	0
24,444	22,781	- North Angle Solar Farm, Soham	21,150	-120	21,150	0
635	550	- Fordham Renewable Energy Network Demonstrator	635	18	635	0
15,000	862	- Decarbonisation Fund	4,004	768	3,998	-6
200	200	- Electric Vehicle chargers	200	0	200	0
500	500	- Oil Dependency Fund	500	0	500	0
300	300	- Climate Action Fund	300	0	300	0
3,145	0	- School Ground Source Heat Pump Projects	3,224	-91	3,224	0
		<b>Infrastructure &amp; Growth Services</b>				
49,000	18	- Ely Crossing	58	-1,507	58	0
149,791	4,179	- Guided Busway	100	4	100	0
0	0	- Cambridge Cycling Infrastructure	0	0	0	0
1,975	0	- Fendon Road Roundabout	275	2	160	-115
350	0	- Ring Fort Path	308	9	308	0
280	0	-Cherry Hinton Road	330	1	330	0
1,200	0	- St Neots Northern Footway and Cycle Bridge	0	5	5	5
6,950	2,063	- Chesterton - Abbey Bridge	0	0	0	0
33,500	10,900	- King's Dyke	12,700	2,263	12,699	-1
1,098	0	- Emergency Active Fund	785	61	785	0
2,589	0	- Lancaster Way	792	296	672	-120
1,000	0	- Scheme Development for Highways Initiatives	437	4	437	0

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (June) £'000	Forecast Spend – Outturn (June) £'000	Forecast Variance – Outturn (June) £'000
150	0	- A14	0	36	0	0
2,072	0	- Combined Authority Schemes	2,072	312	2,072	0
10,500	4,877	- Wisbech Town Centre Access Study	3,822	869	3,822	0
280	0	- A505	143	1	143	0
158	0	- Spencer Drove, Soham	158	6	158	0
45,890	14,937	Connecting Cambridgeshire	14,937	-85	14,821	-116
	483	Capitalisation of Interest	483	0	483	0
<b>545,268</b>	<b>109,720</b>		<b>126,670</b>	<b>4,980</b>	<b>125,922</b>	<b>-748</b>
	-12,737	Capital Programme variations	-12,737	0	-11,989	748
	<b>96,983</b>	<b>Total including Capital Programme variations</b>	<b>113,933</b>	<b>4,980</b>	<b>113,933</b>	<b>0</b>

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 financial year. The phasing of a number of schemes have been reviewed since the published business plan and are now incorporated in the table above

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

## Appendix 7 – Commentary on Capital expenditure

- S106 Northstowe Bus Only Link

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
318	318	0	0	0	0	0

The contractor has provided a build cost in excess of budget. The project is currently on hold as the funding shortfall is still unresolved.

- Stuntney Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
177	158	-19	-18	-1	-19	0

Current proposals are deliverable within the existing budget, however the design options are not favoured by local stakeholders. Design options of keeping the footpath on the Southern side of the A142 will certainly exceed the current budget. Awaiting costs from the contractor, although at this stage the works are estimated between £400,000 - £600,000. The decision will

then be which option is taken forward to construction, or whether the scheme is put on hold until further funding becomes available.

- Strategy and Scheme Development work

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
455	534	+79	+55	+24	+79	0

The Strategy & Scheme development budget is under pressure this year. There has not been much work forthcoming from the Combined Authority due to the change of Mayor revisiting their priorities and about what work they want CCC to do to assist the delivery of their programme.

There are also a number of areas of CCC work which the team are expected to deliver for which there is insufficient funding.

- Hardwick Path Widening

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
305	272	-33	0	-33	-33	0

Project delivered under budget and as per programme of construction. Efficiencies brought about by an amended design and widening the footpath within the Highway Boundary instead of re-aligning the carriageway.

- Girton to Oakington Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
704	500	-204	-112	-92	0	-204

Forecast for 21/22 £500k which includes the remaining construction costs for phase 1 and design fees for phase 2. The remaining £204k will need to be carried forward to 2022/23 for the completion of the scheme.

- Papworth to Cambourne Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
747	747	0	0	0	0	0

Initial costs for this scheme are showing a cost of £1.4m compared to the £747k budget. There is potential for the transfer of savings from other Highway England funded cycling schemes, plus savings from descopeing the project.

- Decarbonisation Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,004	3,998	-6	-787	+781	0	-6

20 low carbon heating projects currently underway, 1 of which is now completed. Any unspent funding will roll forward to 2022/23.

#### • Fendon Road Roundabout

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
275	160	-115	-115	0	-115	0

The scope of remedial works still to be confirmed and ongoing landscaping costs also to be determined. It is expected the scheme will underspend against the allocated budget. As this scheme is funded by S106 contributions, any underspend would be reallocated to the S106 funding for the South Area.

#### Lancaster Way

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (June) £'000	Forecast Variance (June) £'000	Variance Last Month (May) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
792	672	-120	-120	0	-120	0

There is an expectation that scheme will now underspend against the allocation funding. This scheme is funded by the Combined Authority, so will mean a reduction in the reimbursement claimed.

#### Capital Funding

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Forecast Spend - Outturn (May) £'000	Forecast Funding Variance - Outturn (May) £'000
13,873	Local Transport Plan	13,599	13,556	-43
4,182	Other DfT Grant funding	11,808	11,808	0
16,426	Other Grants	19,049	18,801	-248
8,437	Developer Contributions	3,641	3,314	-327
48,289	Prudential Borrowing	54,845	54,699	-146
18,030	Other Contributions	23,245	23,261	16
<b>109,237</b>		<b>126,187</b>	<b>125,439</b>	<b>-748</b>
<b>-12,254</b>	Capital Programme variations	-11,800	-11,052	748

<b>Original 2021/22 Funding Allocation as per BP £'000</b>	<b>Source of Funding</b>	<b>Revised Funding for 2021/22 £'000</b>	<b>Forecast Spend - Outturn (May) £'000</b>	<b>Forecast Funding Variance - Outturn (May) £'000</b>
<b>96,983</b>	<b>Total including Capital Programme variations</b>	<b>114,387</b>	<b>114,387</b>	<b>0</b>

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

<b>Funding</b>	<b>Amount (£m)</b>	<b>Reason for Change</b>
New funding/Rephasing (DfT Grants)	3.48	Roll forward of unused pothole grant (£2.695m). Roll forward of Emergency Active travel fund grant (£0.785m)
New funding/Rephasing (Specific Grants)	3.13	Roll forward of Highways England funding for A14 cycling schemes (£0.991m). Roll forward of grant for Northstowe Heritage centre (£0.519m). Roll forward of grant for School Ground Source Heat Pump Projects (£1.88m) Roll forward of CPCA funding for Lancaster Way (£0.642m) Roll forward and rephasing Wisbech Town Centre Access scheme (-£1.055m) CPCA funding for A505 scheme (£0.143m).
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.79	Developer contributions to be used for a number of schemes. Northstowe Bus link (£0.128m) Highway development work (£0.508m). Rephasing Bar Hill to Longstanton cycleway (-£0.730m). Rephasing Girton to Oakington cycleway (-£0.102m). Rephasing of Signals work (£0.557m). Rephasing of Waste scheme (-£0.117m). Rephasing of Guided Busway (-£4.079m). Rephasing of Fendon Road Roundabout (£0.275m). Rephasing of Ring Fort path (£0.308m). Rephasing of Cherry Hinton Road cycleway (£0.330m). Rephasing Chesterton Abbey Bridge (-£2.063m). Repahsing Lancaster Way (£0.150m).
Additional funding / Revised Phasing (Other Contributions)	5.59	Strategy & scheme development work (£0.149m). Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Carriageway & Footway Maintenance (£0.420m). Pothole funding (£4.000m). Rephasing King's Dyke (£0.611m). Combined Authority funding (£2.072m) Spencer Drove, Soham (£0.158m)
Additional Funding / Revised Phasing	14.01	Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance

Funding	Amount (£m)	Reason for Change
(Prudential borrowing)		funding (£8.056m). Rephasing of Waste schemes (-£2.777m). Rephasing of Energy schemes (£7.19m). Rephasing King's Dyke (£1.189m). Rephasing Scheme development for Highway Initiatives.

# Key to RAG ratings

RAG status	Description
RED	Not delivered within the target completion date (financial year)
AMBER	Highlighted concerns regarding delivery by completion date
GREEN	On target to be delivered by completion date

Update as at 01.07.2021

## Cambridge City Works Programme

### Carried Forward from 2018/19

Total Local Highway Improvement (LHI)\_Schemes 27  
Total Completed 26  
Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Cllr Richard Howitt 30CPX02296	Petersfield	Great Northern Road	<b>Civils</b> - Zebra crossing	RED	Road now adopted. Next stage NOI and the construction. New costs needed from contractor to deliver work. Submitted WC 05/07

### Carried Forward from 2020/21

Total LHI Schemes 24  
Total Completed 23  
Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Howitt	Petersfield	Various around ward	<b>Street lights</b> - Install 4 no new streetlights to provide additional lighting on footpaths.	GREEN	Works Complete
Cllr Bulat	Abbey	New Street	<b>Raised Feature</b> - Build out the kerbline to narrow the carriageway and afford better visibility for pedestrians. This will require the removal of two on road parking spaces. Construct a new flat top hump which will provide a flush surface, and remove the existing round-top hump.	GREEN	Works Complete
Cllr Manning	Chesterton	High Street	<b>Civils</b> - Raise the mini roundabout possibly using bolt down solution. Probably requires a patch under and resurfacing to tie into roundabout edge. Renew surrounding road markings.	GREEN	Works Complete
Cllr Beckett	Queen Edith	Cavendish Avenue	<b>Raised Features</b> - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	RED	Waiting on responses from consultation sent out last week of May.
Cllr Howitt	Petersfield	Bateman Street	<b>Raised Features</b> - Replace the existing block paved speed cushions with rubberised bolt-down cushions, provide new lining, bollards, and cycle symbols along extent of scheme.	GREEN	Works Complete



## Current Schemes Forward for 2021/22

Total LHI Schemes 20  
Total Completed 0  
Total Outstanding 20

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Richard Howitt	Petersfield	Cambridge Place	Parking restrictions - Extend loading restriction into Cambridge Place though the narrow section. Add Diag 816 No Through Road sign.	GREEN	With Cllr for comment / review
Alex Bulat	Abbey	Occupation Road	Parking restrictions - Yellow lining to only allow parking on one side of the road to allow access for emergency vehicles.	GREEN	Informal consultation with residents has commenced.
Richard Howitt	Petersfield	Union road	Signs / Lines - Replace existing DYL waiting restriction with "School Keep Clear" marking with associated amendment to existing traffic order to run the length of school accesses. Refresh existing DYL markings on approaches, add 20 roundels and SLOW markings.	GREEN	Design approved by local member, next stage costing.
Alex Bulat	Abbey	The Homing's	Street lights - Exact amount of lights to be determined upon review and consultation, current allowance for 6 no.	GREEN	Informal consultation with residents has commenced.
Elisa Meschini	Kings Hedges	Cameron Road	Raised features - Installation of cushions to help reduce vehicle speeds in the vicinity of the Ship Pub.	GREEN	Local member approved and informal consultation complete. Next stage Road Safety Audit.
Alex Beckett	Queen Edith's	Hills Road	Parking Restrictions - Double yellow lines for length of Hills Road access road - from 321 - 355	GREEN	Informal consultation with residents has commenced.
Catherine Rae	Castle	Street Lights - Various	Street Lights - 2 no locations around the ward (Garden Walk / Sherlock Road) which currently have significant areas of unlit path.	GREEN	Design with local member for comment and review.
Catherine Rae	Castle	Huntingdon Road	Signs / MVAS - Warning signs in advance of zebra crossing and MVAS unit.	GREEN	Design work complete. Next stage pricing.
Neil Shailer	Romsey	Coldhams Ln	MVAS unit.	GREEN	To be tie din with countywide MVAS procurement package.
Gerri Bird	Chesterton	Fallowfield / May Way / Orchard Avenue	Street lights - Various locations around Chesterton ward to improve lighting in existing dark spots.	GREEN	Design with local member for comment and review.
Richard Howitt	Petersfield	Saxon Street	Access restriction - Provide diagram 619 with sub plate "Except for Access" with relevant legal order. Signs are not legally required to be lit as within a 20mph zone but should be considered as the signs might be very hard to distinguish in the dark.	GREEN	Informal consultation with residents has commenced.
Catherine Rae	Castle	Albert St	Civils - New surface water drainage system, and improvements to the entrance of Albert St off Chesterton Road including imprint paving, new signs and new lining.	GREEN	Design work commencing 05/07
Elisa Meschini	Kings Hedges	Green End Road	Parking restrictions - yellow lining to both sides of the road to allow access for vehicles and increase visibility.	GREEN	Informal consultation with residents has commenced.
Bryony Goodliffe	Romsey	Birdwood Rd	Raised Features - Speed cushions	GREEN	Site meeting with County Cllr 02/07
Alex Bulat	Abbey	Riverside Bridge	Civils - Relocation of existing bollards and signs/lines to make it a clearer route for cyclists and pedestrians.	GREEN	Design with local member for comment and review.
Nick Gay	Market	Green Street	Signs / lines - change to NMU route between certain hours of the day to create a pedestrian zone for majority of hours during day	GREEN	Consulting with GCP and City Council regarding proposal.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Gerri Bird	Chesterton	Chestnut Grove	Parking restrictions - DYL waiting restriction at junction	GREEN	Informal consultation with residents has commenced.
Neil Shailer	Romsey	Coldhams Ln 256 - 258	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	GREEN	Design work commencing 05/07
Bryony Goodliffe	Cherry Hinton	Fishers Lane	Parking restrictions - Double Yellow Lines.	GREEN	Informal consultation with residents has commenced.
Elisa Meschini	Kings Hedges	Nuffield Road	MVAS / Signs / Lines - 20mph repeater and road markings as needed	GREEN	Lining work complete. MVAS to be tied into countywide package.

## Huntingdonshire Works Programme

### Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21  
Total Completed 19  
Total Outstanding 2

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Criswell	Pidley	B1040 High Street/ Oldhurst Road	Give Way feature	GREEN	Works completed. Awaiting RSA stage 3.
Cllr Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Delayed due to ongoing discussions. Parish Council requested a meeting with resident on site to discuss outstanding issues and progress the scheme further, however there seems to be lack of response. Metting date still has not been agreed on. Scheme to be delivered outside of nesting season.
Cllr Gardener	Winwick	B660	30mph speed limit	RED	Awaiting confirmation from Parish/ Community on their increased contribution prior to raising works order.

### Carried Forward from 2020/21

Total LHI Schemes 25  
Total Completed 11  
Total Outstanding 14

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Wilson	Huntingdon	Hinchingbrooke	Footway widening	GREEN	Work Complete
Cllr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	RED	Works Order raised. Awaiting programme date from Contractor. Contractor is awaiting signs delivery.
Cllr Wilson	Huntingdon	Butts Grove Way near Thongsley School and Coneygear Park	Installation of pedestrian crossing	GREEN	Work Complete
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	Amended design is to be sent to BB. RSA to be requested.
Cllr West	Great Paxton	High Street	Priority narrowing's	RED	Initial scope turned out to be unfeasible. Parish Council received confirmation of alternative feasible options. Awaiting their decision.
Cllr Bates	Hemingford Abbots	Common Lane, High Street and Ride away	Proposed 20 mph and 30mph speed limits	RED	Works to be delivered on 12th and 13th of July.
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	RED	Following receipt of a target cost Officer in charge descoped the scheme. Reduced scope to get agreed with PC. CCC confirmed increased contribution, awaiting PC response on how they would like us to proceed.
Cllr Gardener	Stow Longa	Stow Road/ Spaldwick Road	Provision of 40mph buffer zones, gateway features and provision of MVAS	GREEN	Works completed. Awaiting final costs from Milestone.
Cllr Bywater	Elton	Overend	Proposed road narrowing and provision of a speed hump	GREEN	Civil works completed. Awaiting confirmation with regard to LC install.
Cllr Criswell	Kings Ripton	Ramsey Rd	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Works completed. Awaiting final costs from Milestone.
Cllr Gardener	Ellington	Grafham Road & Thrapston Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and mounting posts	GREEN	Work Complete
Cllr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	RED	We are now in a position to undertake the survey. Survey likely to be undertaken in September.
Cllr McGuire	Yaxley	New Road, Norman Cross	Waiting restrictions and parking restrictions	GREEN	Main works completed. Awaiting installation date for remaining DYL section to be installed from contractor.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Downes	Buckden	Mill Road	Provision of a Mobile Vehicle Activated Sign (MVAS). Improved lining and priority signage	RED	Awaiting Target Cost from Milestone.
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	AMBER	Equipment received. Posts requirements will be accommodated within speed limit. Parish Meeting are arranging 3rd party liability insurance.
Cllr Gardener	Great Staughton	The Causeway	Speed limit reduction to 30 mph and provision of a Mobile Vehicle Activated Sign (MVAS)	AMBER	Works have been ordered. Awaiting programme date from Milestone.
Cllr Criswell	Colne	B1050 Somersham Road	Footway improvement	GREEN	Works Complete
Cllr Bywater	Stilton	North Street, High Street and Church Street	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Works Complete
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Scheme to be delivered in 2021/22 financial year. Detailed design to be sent for PC's approval by the end of July.
Cllr Bates	Hilton	B1040 / Potton Road	Conduct a feasibility study	GREEN	Works Complete
Cllr Rogers	Warboys	Ramsey Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and 40 mph buffer zone	AMBER	Works Order raised. Issue with gateways location. Received confirmation from PC on recommended gateways positions wc 5th July 21.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	RED	Scheme to be delivered in 2021/22 financial year. Detailed design to be sent for PC's approval, June deadline delayed, it is now to be done by the end of July.
Cllr Taylor	St Neots	Hawkesden Road, Priory Hill Road	Waiting restrictions	GREEN	Works Complete
Cllr Bywater	Holme	B660 Station Rd and B660 Glatton Lane	Provision of 30 mph speed roundel on a red high friction surface (HFS)	GREEN	Work Complete
Cllr Gardener	Great and Little Gidding	B660 egress from and ingress to the village	Provision of new warning signs and markings, installation of 40 mph buffer zones and village gateway features	RED	Awaiting programme date for the wide base post installation. MVAS unit collected by PC on 7th July 2021.

### Current Schemes Forward for 2021/22

Total LHI Schemes 29  
Total Completed 0  
Total Outstanding 29

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ian Gardener	Upton and Coppingford PC	Upton Village, Upton	Reduction in the speed limit from 30mph to 20mph with 30mph buffer limits.	GREEN	In preliminary design
Simon Bywater	Glatton	B660 (Infield Road) Sawtry Road	Install 1 no. MVAS unit to assist in encouraging greater compliance with the speed limit.	GREEN	In preliminary design
Douglas Dew	MD Community Roadwatch	Sawtry Way (B1090) Mere Way	Reduce speeds (implement changes to the current speed limit) as per feasibility study.	GREEN	In preliminary design
Steve Criswell	Woodhurst	Woodhusrt, South Street & Church Street	Supply 1 no. MVAS unit and install two new posts. Lighting columns to be utilised as additional mounting locations.	GREEN	In preliminary design. Site meeting planned for wc 12th July.
Steve Corney	Upwood and the Raveleys PC	Upwood and the Raveleys Parish	Supply 1 MVAS unit and agree on 5 mounting locations (new posts and lighting columns).	GREEN	In preliminary design. Site meeting planned for wc 12th July.
Jonas King	Huntingdon Town Council	B1514 / Hartford Main Street	Install an informal pedestrian crossing within the vicinity of the bus stop positioned along B1514, Hartford.	GREEN	In preliminary design
Ian Gardener	Kimbolton and Stonely	B645 / Tillbrook Road	<b>Supply 2 no. MVAS units and install mounting posts to reduce speed on B645 through the village.</b>	GREEN	In preliminary design. Communication sent, awaiting response.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
			<b>The above to be implemented on the proviso that PC's contribution is min. 20% of the total cost (not 10%).</b>		
Adela Costello	Ramsey	Wood Lane, Ramsey (B1096)	Construct a new footway from the village to the 1940's Camp to aid in pedestrian safety along a busy road.	GREEN	In preliminary design
Simon Bywater	Stilton PC	North street, Stilton (North end) B1043 Junction	Install 40mph buffer zone as per feasibility study.	GREEN	In preliminary design
Ian Gardener	Tilbrook PC	Station Road, Tilbrook	Supply 1 no. MVAS unit and install two posts to reduce speeds in this narrow roadand improve pedestrian safety.	GREEN	In preliminary design
Douglas Dew	Houghton and Wyton	Mill St	Install additional information signs. Level and harden verge used for parking with planings.	GREEN	In preliminary design
Stephen Ferguson	Great Gransden	Ladies Hill, Meadow Road Middle Street	Priority give way features on Ladies Hill and Middle Street to aid in speed reduction and increase pedestrians' safety.	GREEN	In preliminary design
Ian Gardener	Old Weston	B660 / Main Street (Old Weston)	Install village gateways and 40mph buffer zones at the entrances to the village. Red coloured surfacing along B660 at the existing 30mph speed limit.	GREEN	In preliminary design
Simon Bywater	Sawtry PC	The Old Great North Road, Sawtry (Opp Straight Drove)	Install "Pedestrian Crossing" warning signs, SLOW markings and cut back vegetation.	GREEN	In preliminary design
Simon Bywater	Sibson-cum-Stibbington PC	Old Great North Road, Stibbington	Introduce parking restrictions in a form of double yellow lines.	GREEN	In preliminary design
Stephen Ferguson	Abbotsley	B1046, Abbotsley	Install 1 no. MVAS unit and mounting posts to reduce speed on B1046 through the village.	GREEN	In preliminary design
Ian Gardener	Bythorn & Keyston	Thrapston Road	Install MVAS and gateways on Thrapston Road to calm traffic and reduce speeds through Bythorn Village.	GREEN	In preliminary design
Graham Wilson	Godmachester	East side of London Eoad, Godmanchester	Install parking restrictions in a form of double yellow lines in pre-agreed locations along London Rd.	GREEN	In preliminary design
Ian Gardener	Great & Little Gidding	Mill Road (between Gt Gidding and Little Gidding) Luddington Road (towards Luddington Village)	Install 40mph buffer zones on roads leading to Great Gidding village. This will aim to reduce traffic speeds at approaches to the village.	GREEN	In preliminary design
Ian Gardener	Perry	Chichester Way, Perry	Amend the TRO to change the current waiting time to a max 30min.	GREEN	In preliminary design
Douglas Dew	Hemingford Grey	Hemingford Grey Centre	Proposed 20mph spped limit along various roads across the village.	GREEN	In preliminary design
Keith Prentice	Little Paxton	Great North Road from A1 South (In front of co-op foodstore)	Install parking restrictions in a form of double yellow lines to tackle inconsiderate parking issues.	GREEN	In preliminary design
Steve Criswell	Bluntisham	Colne Road, Bluntisham	Improve existing pedestrian Zebra crossing at Colne Road by making it more conspicuous.	GREEN	In preliminary design
Stephen Ferguson	Great Paxton	B1043 from Harley Ind Estate, Paxton Hill to High St, Great Paxton	Install 40mph buffer zones on the approach to village from Harley Industrial Estate, Paxton Hill to High Street to lower speeds before entry to the current 30mph speed restriction.	GREEN	In preliminary design



Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Douglas Dew	Fenstanton	8 - 30 Chequer Street, Fenstanton	To install new hard surface (to act as parking bays) and knee high fence segregating the latter from the footpath. <b>PC's contribution insufficient. Clarification on increased contribution received.</b>	GREEN	In preliminary design
Ian Gardener	Leighton Bromswold	Sheep St / Staunch Hill	Supply 1 no. MVAS unit and install mounting posts to reduce speed on Sheep St and Staunch Hill entry point to reduce spreads and improve pedestrians' safety.	GREEN	In preliminary design
Steve Corney	Abbots Ripton	B1090 and C115	Existing verge widening (to be used in absence of footpath) to link Home Farm Close with school, shop and church.	GREEN	In preliminary design
Simon Bywater	Elton	B671 "Overend" Elton	Initial proposal was for a pedestrian crossing point between Black Horse PH car park and the centre of the village. Installation of a table top. Two of the Local Members scored the proposal based on table top only. <b>PC's contribution insufficient. PC confirmed their increased contribution at £6507 instead of £5299.67. This will not resolve the issue.</b>	GREEN	In preliminary design
Ian Bates	Hilton	B1040 through Hilton	24 hour weight limit TRO to improve safety, reduce noise and pollution, and to prevent further damage from HGVs travelling through narrow roads within the village.	GREEN	In preliminary design

## Fenland Works Programme

### Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 14  
Total Completed 13  
Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Connor / Cllr Costello	Pondersbridge	B1040 (Ramsey Road, Herne Road) & Oilmills Road	Traffic calming	RED	Works completed on site, but road safety audit has highlighted some required remedial action. Amended design is completed and we have now received the road safety audit back for these works which has a few points that need to be actioned. Awaiting Balfour Beattys design work.

### Carried Forward from 2020/21

Total LHI Schemes 10  
Total Completed 6  
Total Outstanding 4

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gowing	Fenland Road Safety Campaign	Honey Farm Bends - Sixteen Foot	Installation of safety barriers	RED	Order raised and awaiting a programme date.
Cllr King	Tydd St Giles	Black Dike	Bridleway bridge repairs	GREEN	Works complete
Cllr Tierney	Wisbech	South Brink	Traffic Calming	RED	Draft design complete. Scheme on hold
Cllr Hay	Chatteris	Wenny Road	Speed reduction measures	GREEN	Works complete
Cllr King	Parson Drove	Sealeys Lane	New Footway	GREEN	Works complete
Cllr Connor	Benwick	Doddington Road	Mobile Vehicle Activated Sign	GREEN	Works complete
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Works complete
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	RED	Road Safety Audit complete, meeting to discuss scheme with Parish as additional funding may be available. Current scheme is above initial budget.
Cllr Connor	Doddington	High Street	Footway improvements	GREEN	Works complete
Cllr King	Wisbech	North Brink	New one way	RED	Concept design has now been sent to Wisbech Town Council for approval. Drainage survey ordered to assist with detailed desing. Investigating requests from applicant re non-standard highway street furniture.

### Current Schemes for 2021/22

Total LHI Schemes 10  
Total Completed 0  
Total Outstanding 10

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
	Wisbech	Tinkers Drove	Install speed cushions throught the length	GREEN	In preliminary design, Town Council's consultation responses from residents received.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
	March	Creek Road / Estover Road	Footway widening / signing & lining	GREEN	In preliminary design
	Wisbech	New Drove / Leach Close	DYs at junction	GREEN	Design approved by Town Council, in consultation until 7th July.
	Whittlesey	Various (20mph)	20mph & associated traffic calming	GREEN	In preliminary design
	Whittlesey	Various (DYs)	DYs at junctions	GREEN	Draft proposal sent to applicant for discussion and review.
	Doddington	High Street	Adjust kerbing & resurface footway	GREEN	In preliminary design
	Gorefield	High Road	Footway resurfacing	GREEN	Target costs received awaiting ordering.
	Wimblington	Fullers Lane / Meadow Way	Extend existing 7.5T weight limit (signing)	GREEN	Working on detailed design, discussions required with street lighting.
	Wisbech St Mary	High Road	30mph extension and traffic calming	GREEN	In preliminary design
	Parson Drove	Sealey's Lane	New footway construction	GREEN	In preliminary design, site measures undertaken.



## East Works Programme

### Carried Forward from 2020/21

Total LHI Schemes 13  
Total Completed 7  
Total Outstanding 6

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
ClIr Schumann	Reach	Fair Green	Vehicle length restriction	GREEN	Work Complete
ClIr Goldsack	Viva Arts & Community Group	Spencer Drove	Carriageway widening / reconstruction	GREEN	Work Complete
ClIr Dupre	Sutton	B1381	Mobile Vehicle Activated Sign	GREEN	Work Complete
ClIr Hunt	Haddenham	Hill Row	Mobile Vehicle Activated Sign	RED	Posts installed, awaiting delivery of Mobile vehicle activated sign
ClIr David Ambrose Smith	Littleport	Ten Mile Bank	Signing & Lining	GREEN	Work Complete
ClIr Hunt	Wilburton	High Street	Reduce vehicle speeds	RED	Scheme to be tied in with 2021/22 LHI
ClIr Bailey	Ely	Beresford Road	Zebra Crossing	RED	Works delayed due to supply of materials, reprogrammed for 26/07/21
ClIr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	RED	Scheme sent to Road Safety Audit following amendments requested by the applicant.
ClIr Schumann	Chippenham	High Street	Mobile Vehicle Activated Sign	GREEN	Work Complete
ClIr Shuter	Westley Waterless	Brinkley Road	Traffic calming	RED	Design has been discussed with applicant, few design changes to be undertaken.
ClIr Dupre	Witchford	Main Street	Footway widening	RED	Detailed design has been sent to application for approval. Once approved, target cost and safety audit to be requested.
ClIr Schumann	Snailwell	The Street	New Footway	GREEN	Work Complete
ClIr Shuter	Lode	Lode Road	Mobile Vehicle Activated Sign	GREEN	Works complete

### Current Schemes for 2021/22

Total LHI Schemes 10  
Total Completed 0  
Total Outstanding 10

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
ClIr J Schumann	Fordham	Carter Street	Raised table and speed cushions	GREEN	In preliminary design
ClIr Whelan / ClIr Dupre	Little Downham	B1411	Solar studs	GREEN	In preliminary design, in discussion with Local Highway Officer to see if any remedial works on footway can be carried out prior to stud installation.
ClIr Dupre	Witchford	Main Street	Pedestrian crossing near school	GREEN	In preliminary design
ClIr Goldsack	Soham	Northfield Road	Warning signs & improvements	GREEN	Applicant contacted to discuss preliminary design, working on detailed design.
ClIr J Schumann	Burwell	Ness Rd / Swaffham Rd / Newmarket Rd	40mph buffer zones	GREEN	Working on detailed design drawings.
ClIr D Schumann	Stretham	Newmarket Rd	40mph buffer zone & priority give way	GREEN	In preliminary design

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Cllr D Schumann	Haddenham	The Rampart / Duck Ln / High St / Camping Cl	20mph limit with traffic calming	GREEN	In preliminary design
Cllr D Schumann	Wilburton	Stretham Rd	30mph speed limit	GREEN	In preliminary design
Cllr Dupre	Coveney	Jerusalem Drove	Gateway with signing & lining	GREEN	Working on detailed design drawings.
Cllr Sharp	Brinkley	Brinkley Rd / Six Mile Bottom / High St	40mph buffer zone	GREEN	In preliminary design

## South Cambridgeshire Works Programme

### Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 17  
Total Completed 17  
Total Outstanding 0

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Howell	Cambourne Parish Council	Eastgate	Zebra Crossing	GREEN	Work Complete

### Carried Forward from 2020/21

Total LHI Schemes 18  
Total Completed 17  
Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Atkins	Hardwick	Cambridge Road	<b>Civils</b> - Installation of priority give way build outs along Cambridge Rd.	RED	Intention is to tie in with cycling team scheme which is now on site. Expected delivery towards end of cycle scheme in 2021. PC have requested this is tied on with 21/22 scheme

### Current Schemes for 2021/22

Total LHI Schemes 17  
Total Completed 0  
Total Outstanding 17

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ros Hathorn	Histon & Impington	Various - centre of village	Civils / Raised feature / Parking restrictions - High St/The Green change alignment of kerbs to narrow junction & imprint block paving pattern to highlight pedestrian desire line. Brook Close use existing desire line & install flat top hump 5m inset into junction. DYL waiting restrictions on Home Close, disabled parking spaces and refresh lining as required. Additional cycle stands are allowed for, exact locations to be confirmed.	GREEN	Design work underway
Maria King / Brian Milnes	Babraham	High St	Raised Features / Speed Limit - Install one single & four pairs of speed cushions along High Street. Single one to go next to existing give way feature. Install a new 20mph zone along High Street from the existing 30mph limit to the pub, moving the 30mph limit out of the village to where the existing cycle path ends.	GREEN	Design with parish for comment and review.
Mandy Smith	Caxton	Village Wide	Civil - Gateway features at village entry's and MVAS post.	GREEN	Design work underway

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Susan Van De Ven	Whaddon	Whaddon Gap - Just past Barracks entrance	Speed Limit / Civils - Installation of new 40mph limit and 2 no central islands.	GREEN	Design work underway
Michael Atkins	Barton	Village Wide	Speed limit - Additional lining/soft traffic calming in the 50mph limit area south of Barton. 40mph buffer zone on Haslingfield Rd. Comberton Road existing derestricted length sub 600m so infill whole length to 40mph. Dragons teeth and roundels on Wimpole Rd, Haslingfield Rd, Comberton Rd approaches to Barton. New pedestrian crossing for access to recreation ground on Wimpole Road by extending footway on Haslingfield Rd south	GREEN	Design with parish for comment and review. Parish have requested extra work. Waiting on their next meeting to approve addiitonal costs before proceeding.
Neil Gough	Cottenham	Oakington Road	Civils / Speed Limit - Introduce a 40 mph buffer combined with a chicane feature, with 500mm drainage channel. Install 2 No new MVAS sockets, remark the 30mph roundel plus red surfacing and dragons teeth.	GREEN	Design work underway
Maria King / Brian Milnes	Newton	Various - centre of village	Parking restrictions - Double yellow lines to prevent vehicles parking too close to 5 way junction in centre of village and limiting visibility.	GREEN	Design with parish for comment and review.
Michael Atkins	Grantchester	Grantchester Road	Civils / Parking restrictions - Install a new give way feature around 20 metres west of farm access. Install double yellow lines on northern side of Grantchester Road from lay-by to point where it meets existing on southern side. Move 30mph east by around 20m. Install dragons teeth and 30mph roundel at new 30mph location, along with a village gateway feature on the inbound lane (in the verge).	GREEN	Parish have approved. Now in for Road Safety Audit.
Mandy Smith	Graveley	Offord Road	Speed limit - Install a new 40mph buffer zone on top of existing 30mph speed limit on Offord Road. To accompany the buffer zone, install chevrons on the right hand bend to highlight it should be navigated at slow speed. Install a 'SLOW' road marking at existing warning sign and dragon's teeth and roundels at the 30/40 terminal signs.	GREEN	Design with parish for comment and review.
Mark Howell	Bourn	Fox Road / Gills Hill / Alms Hill	Raised Features - Install two pairs of bolt down speed cushions at a height of 65mm on the down hill section of Alms Hills from Caxton Road. Includes patching existing road beforehand under road closure.	GREEN	Design work underway
Maria King / Brian Milnes	Harston	Station Road	Signs/Lines - Installation of solar powered flashing school signs and associated road markings.	GREEN	Design work underway
Henry Batchelor	Willingham Green	Village Wide	Speed Limit - New 50mph in place of existing 60mph limit and associated signs/lines.	GREEN	Parish have approved proposals. TRO now advertised.
Sebastian Kindersley	Wimpole	A603	MVAS unit and mounting posts.	GREEN	Design with parish for comment and review.
Sebastian Kindersley	Steeple Morden	Village Wide	Speed limit - 40mph buffer zones on 3 approaches to the village	GREEN	Design with parish for comment and review.
Sebastian Kindersley	Gamlingay	Mill Hill	Civils - Installation of 1.80m wide footpath between existing and farm shop	GREEN	Design work commenced, waiting on survey results before sharing with parish.
Sebastian Kindersley	Litlington	South St / Meeting Lane	Sign / Lines - Improvement to existing lining and signage in vicinity of South St to emphasise the existing one way system.	GREEN	Parish have approved the design, order raised, waiting on delivery date from contractor.
Michael Atkins	Hardwick	St Neots Road	Civils / Speed limit - Village entry treatment at existing 40 limit into village - including central	GREEN	To be tied in with 20/21 LHI if possible at the request of the PC

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
			island, section of shared use path widening & 50mph speed limit from A1303 RAB.		

Trees

Countrywide Summary - Highway Service

Update as at 05.11.2020

Total to date Countywide (starting 1 January 2017)

Removed 202  
Planted 2944

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 1st January 2017 to 31st March 2019	10	30	8	4	35	87
Planted 1st January 2017 to 31st March 2019	3	1	2752	0	0	2756
Removed 2019/2020	1	14	62	1	16	94
Planted 2019/2020	0	63	32	8	31	134
Removed 2020/2021	1	12	5	1	2	21
Planted 2020/2021	1	34	17	2	0	54

This financial year summary:

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 2021/2022	0	1	0	0	0	1
Planted 2021/2022	0	0	3	0	0	3

Comparison to previous month:

May-21	Removed	Planted
City	0	0
South	1	0
East	0	3
Fenland	0	0
Hunts	0	0
Total	1	3

Jun-21	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	0	0
Total	0	0

**Please Note:** This data comprises of only trees removed and replanted by Highways Maintenance and Highways Projects & Road Safety Teams (inc. LHIs) and Infrastructure and Growth. Whilst officers endeavour to replace trees in the same location they are removed, there are exceptions where alternative locations are selected, as per the county council policy. However trees are replanted in the same divisional area that they were removed.

Key

Background colour	Highlights
Green	Tree Replaced

Cambridge City Tree Works

Total Removed in Current Month      JUNE 0  
Total Planted in Current Month      JUNE 0

Ward	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Number of trees Replaced in Area
Coleridge	Sandra Crawford	Coldhams Lane	6	Subsidence	Y	
Castle	Jocelynn Scutt	Frenchs Road	1	Obstruction	Y	
Castle	Claire Richards	Mitchams Corner	3	Obstruction	Y	
Newnham	Lucy Nethsingham	Skaters Meadow	1	Obstruction	Y	3
		Fendon Road	1	Major Scheme - Fendon Road Roundabout, replaces a tree removed previously in the year		1
-	-	Total	12	-	-	4

## South Tree Works

Total Removed in Current Month

JUNE 0

Total Planted in Current Month

JUNE 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Comberton	Lina Nieto	Kentings	1	Diseased / Dead	Y	Y	1
Cottenham	Tim Wotherspoon	Twentypence Road	2	Natural Disaster	2017-12-02	2017-12-02	2
Duxford	Peter Topping	Ickleton Road	1	Diseased / Dead	2017-02-02	2017-02-02	1
Sawston	Roger Hickford	Mill Lane	12	Diseased / Dead	2017-12-02	2017-12-02	12
Little Shelford	Roger Hickford	Whittlesford Road	1	Obstruction	2018-10-25	2018-10-25	1
Longstowe	Mark Howell	High Street	1	Diseased / Dead	2017-10-10	2017-10-10	1
Oakington	Peter Hudson	Queensway	3	Diseased / Dead	2018-10-25	2018-10-25	3
Sawston	Roger Hickford	Resbury Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Bassingbourn	Susan van de Ven	North End	2	Diseased / Dead	2018-10-29	2018-10-29	2
Bourn	Mark Howell	Riddy Lane (behind 3 Baldwins Close)	1	Diseased / Dead	2018-10-29	2018-10-29	1
Grantchester	Lina Nieto	Barton Road	1	Diseased / Dead	2018-10-29	2018-10-29	1
Histon	David Jenkins	Parlour Close	1	Damaged	2017-12-02	2017-12-02	1
Girton	Lynda Harford	Thornton Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Grantchester	Lina Nieto	Mill Way	1	Subsidence	2018-10-29	2018-10-29	1
Little Wilbraham	John Williams	O/s 89 High Street	1	Obstruction	2018-06-01	2018-06-01	1
Waterbeach	Anna Bradnam	Clayhithe Road	1	Diseased / Dead	2019-03-11	2019-03-11	1
Bourn	Mark Howell	Riddy Lane (Church St) corner	4	Diseased / Dead	2019-11-04	2019-11-04	4
Hardwick	Lina Nieto	St Neots Rd	8	Diseased / Dead	2019-11-04	2019-11-04	8
							21
Comberton	Lina Nieto	Swaynes Lane	1	Obstruction	2020-02-27	2020-02-27	
Girton	Lynda Harford	Cambridge Road	1	Diseased / Dead	2020-04-30	2020-04-20	1
Foxton					2020-09-25	2020-09-25	2
Gamlingay	Sebastian Kindersley	Stocks Lane	1	Diseased / Dead	2020-11-02	2020-11-02	2
Gamlingay	Sebastian Kindersley	Northfield Close	1	Diseased / Dead	2020-11-02	2020-11-02	2
Grantchester	Lina Nieto	Coton Road	1	Dead	2020-12-02		2
Foxton	Caroline ilott	O/S 73 High street	1	Dead	2021-01-18	2021-01-18	1
Madingley	Lina Nieto	The Avenue, Madingley	2	Diseased / Dead	2021-03-06	2021-03-06	4



Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Bourn	Mark Howell	Riddy Lane	3	Dead	2021-03-05	2021-03-05	6
Hardwick	Lina Nieto	Footpath off Limes Road	2	Diseased / Dead	2021-03-06	2021-03-06	2
Quy Mill Road	John Williams	Stow-cum-Quy				2021-04-00	5
Linton road	Clarie Daunton	Little Abington	1	Obstruction	2021-05-19		
-	-	Total	57		-	-	101

## East Tree Works

Total Removed in Current Month

JUNE 0

Total Planted in Current Month

JUNE 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	1
Littleport	David Ambrose Smith	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	1
Ely	Anna Bailey	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	1
Ely	Bill Hunt	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	1
Ely	Anna Bailey	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2018-07-11	2018-07-11	1
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	1
Ely	Anna Bailey	Witchford Road	2	Diseased / Dead	2020-07-16	2020-07-16	2
Burwell	Josh Schumann	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2019-05-11	2019-05-11	1
Sutton	Lorna Dupre	Bury Lane	1	Diseased / Dead	2019-09-25	2019-09-25	2
Lode	Mathew Shuter	Northfields	1	Removed in Error	2020-01-27	2020-01-27	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2020-02-10	2020-02-10	1
Stow cum Quay / Lode / Swaffham Bulbeck	Mathew Shuter / John Williams	A1303	43	A1303 Safety Scheme	2019-11-19	2019-11-19	
Dullingham	Mathew Shuter	Brinkley Road	3	Natural Disaster	2020-20-10	2020-20-10	1
Dullingham	Mathew Shuter	Station Road	2	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Broad Green	5	Natural Disaster	2020-20-10	2020-20-10	1
Soham	Mark Goldsack	Northfields	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	Newmarket Road	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2020-20-10	2020-20-10	1
Chippenham	Josh Schumann	Chippenham Rd	1	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Ditton Green	1	Natural Disaster	2020-20-10	2020-20-10	1
Sutton	Lorna Dupre	The Row	1	Dead	2021-01-14	2021-01-14	3
Lt Thetford	Anna Baily	Ely Rd	1	Natural Disaster	2020-15-09	2020-15-09	2

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	Fitzgerald Avenue	1	Diseased / Dead	2020-06-02	2020-06-02	1
-	-	Total	75	-	-	-	30

#### Additional Trees

Parish	Cllr name	Location	Number of trees	Replaced Date	Planted Narrative - Which trees are being replaced (Location)
Witchford	Lorna Dupre	plot of land	70	Phased rollout - On-going	70 Trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Witchford	Lorna Dupre	plot of land	26	Phased rollout - On-going	26 further trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Ely		Ely Bypass Project	2678	Project completed in 2018	Number of trees planted as part of the Ely Bypass Scheme
-	-	Total	2774	-	-

Total planted per area = **2800**

Fenland Tree Works

Total Removed in Current Month      JUNE 0  
Total Planted in Current Month      JUNE 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Wisbech	Samantha Hoy	Westmead Avenue	1	Diseased / Dead	2018-02-20	2018-02-20	1
March	Janet French	Elliott Road (Avenue Jct with)	1	Diseased / Dead	2018-02-20	2018-02-20	1
Wisbech	Simon Tierney	Southwell Rd	1	Natural Disaster	2018-02-20	2018-02-20	1
March	Janet French	Elwyndene Road	1	Diseased / Dead	2018-05-21	2018-10-23	1
Wisbech	Samantha Hoy	Rochford Walk	1	Diseased / Dead	2019-08-01	2019-08-01	1
-	-	-	-	-	-	-	3
Wisbech	Samantha Hoy	Mount Drive	1	Obstruction	2021-02-02	2021-03-01	2
-	-	Total	6	-	-	-	10

## Huntingdon Tree Works

Total Removed in Current Month

JUNE 0

Total Planted in Current Month

JUNE 0

Parish	CLlr name	Location	Number of trees Removed	Reason Removed	CLlr Informed	Parish informed	Number of trees Replaced in Area
Eaton Ford	Derek Giles	Orchard Close	2	Diseased / Dead	2018-03-27	2018-10-29	1
Elton	Simon Bywater	Back Lane	1	Subsidence	2018-03-27	2+C8:G329/10/2018	1
Fenstanton	Ian Bates	Harrison Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Godmanches ter	Graham Wilson	Cambridge Villas	3	Diseased / Dead	2018-03-27	2018-10-29	3
Hartford	Mike Shellens	Longstaff Way	1	Subsidence	2018-03-27	2018-10-29	1
Hemingford Grey	Ian Bates	The Thorpe	1	Natural Disaster	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Coldhams North	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Mike Shellens	Norfolk Road	2	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Queens Drive	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Natural Disaster	2018-03-27	2018-10-29	1
Wyton	Ian Bates	Banks End	1	Diseased / Dead	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Warboys	Terence Rogers	Mill Green	2	Subsidence	2018-03-27	2018-10-29	2
Fenstanton	Ian Bates	Little Moor	1	Diseased / Dead	2018-03-27	2018-10-29	1
Hartford	Mike Shellens	Arundel Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Tom Sanderson	Horse Common Lane	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller	Chestnut Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
St Neots	Simone Taylor	Cromwell Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
Yaxley	Mac McGuire	London Rd/Broadway	1	Natural Disaster	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Subsidence	2018-03-27	2018-10-29	1
Hilton	Ian Bates	Graveley Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Brampton	Peter Downes	Buckden Road O/S Golf Club	1	Natural Disaster	2018-10-17	2018-10-17	1
Godmanches ter	Graham Wilson	O/S School	1	Obstruction	2018-10-17	2018-10-17	1
Huntingdon	Graham Wilson	Claytons Way O/S no 13	1	Diseased / Dead	2018-10-17	2018-10-17	1
Ramsey	Adela Costello	Biggin Lane O/S 29	1	Natural Disaster	2018-10-17	2018-10-17	1
Ramsey Heights	Adela Costello	Upwood Rd O/S Clad's Cottage	1	Diseased / Dead	2018-10-17	2018-10-17	1

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	
Hemingford Grey	Ian Bates	High St O/S no 2	1	Diseased / Dead	2018-10-17	2018-10-17	
St Ives	Ryan Fuller & Kevin Reynolds	Michigan Road	3	Dead	2019-06-18	2019-06-18	
St Ives	Ryan Fuller & Kevin Reynolds	Acacia Road	1	Subsidence	2019-06-18	2019-06-18	
Bluntisham	Steve Criswell	High St O/S no 2	1	Dead	2019-07-24	2019-07-24	
Bluntisham	Steve Criswell	Sayers Court	1	Diseased / Dead	2019-07-24	2019-07-24	
Hemingford Grey	Ian Bates	Green Close	1	Dead	2020-01-09	2020-01-09	
Brington	Ian Gardener	High Street	1	Natural Disaster	2020-02-10	2020-02-10	
Great Stukeley	Terence Rogers	Ermine Street	1	Natural Disaster	2020-02-10	2020-02-10	
Bury	Adela Costello	Tunkers Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Warboys	Terence Rogers	Ramsey Rd	1	Natural Disaster	2020-02-10	2020-02-10	
St Ives	Ryan Fuller & Kevin Reynolds	Harrison Way	1	Natural Disaster	2020-02-10	2020-02-10	
Hemingford Grey	Ian Bates	Marsh Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Ramsey	Adela Costello	Wood Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Offord Cluny	Peter Downes	New Road	1	Natural Disaster	2020-02-10	2020-02-10	
Godmanches ter	Graham Wilson	West Street	1	Natural Disaster	2020-02-10	2020-02-10	
Woodhurst	Steve Criswell	West End	1	Dead	2020-08-06	2020-08-06	
Pidley	Steve Criswell	Warboys Road	1	Dead	2020-09-01	2020-09-01	
-	-	Total	53	-	-	-	31

**Summary of Place & Economy establishment (P&E) - Data reported as of 31<sup>st</sup> January 2021**

The table below shows:






- Number of FTE employed in P&E
- Total number FTE on the establishment
- The number of “true vacancies” on the establishment. We are now only reporting the vacancies from our establishment, which means there is a single source.

Notes on data:

- The percentage of “true vacancies” in P&E as of the 31<sup>st</sup> January 2021 was 23.1% of the overall establishment of posts (93.7 FTE vacant, from an overall establishment of 404.8 FTE)
- Please be advised that as of the 31<sup>st</sup> January 2021, 9 vacancies (8.74 FTE) were in progress to be filled, i.e. a candidate was being progressed through the recruitment process. Assuming these posts were subsequently filled, the total percentage of vacancies across P&E reduces to 21.4%.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
<b>Grand Total</b>		<b>311.1</b>	<b>93.7</b>	<b>404.8</b>	<b>23.1%</b>
Environment & Commercial Services	Energy	8.6	0.0	8.6	0.0%
	Flood Risk Management	14.7	3.5	18.2	19.2%
	Historic Environment	9.6	1.0	10.6	9.4%
	County Planning Minerals & Waste	10.8	8.5	19.3	44.2%
	Waste Disposal including PFI	7.3	2.0	9.3	21.4%
<b>Environment &amp; Commercial Services Total</b>		<b>51.0</b>	<b>15.0</b>	<b>66.0</b>	<b>22.8%</b>
Highways	Asst Dir - Highways	2.0	0.0	2.0	0.0%
	Asset Management	11.0	6.0	17.0	35.3%
	Highways Maintenance	35.6	3.0	38.6	7.8%
	Highways Other	9.0	3.0	12.0	25.0%
	Highways Projects and Road Safety	40.6	15.5	56.1	27.7%
	Park & Ride	16.0	1.0	17.0	5.9%
	Parking Enforcement	15.0	2.2	17.2	12.8%
	Street Lighting	5.0	2.0	7.0	28.6%
	Traffic Management	44.4	4.3	48.7	8.8%
<b>Highways Total</b>		<b>178.5</b>	<b>37.0</b>	<b>215.6</b>	<b>17.2%</b>
Infrastructure & Growth Total	Asst Dir -Infrastructure and Growth	2.0	8.0	10.0	80%
	Growth and Development	14.8	1.0	15.8	6.3%
	Highways Development Management	15.0	13.0	28.0	46.4%
	Major Infrastructure Delivery	23.6	15.0	38.6	38.9%
	Transport &Infrastructure Policy & Funding	14.3	1.0	15.3	7.0%
<b>Infrastructure &amp; Growth Total</b>		<b>69.7</b>	<b>38.0</b>	<b>107.7</b>	<b>35.3%</b>
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.9	3.6	15.5	30.2%
<b>Exec Dir Total</b>		<b>11.9</b>	<b>3.6</b>	<b>15.5</b>	<b>23.2%</b>

***Monthly Tracker of P&E True Vacancies***

	<b><i>Sum of True Vacancies</i></b>			
	<b>Dec-20</b>	<b>Jan-21</b>	<b>Feb-21</b>	<b>Mar-21</b>
Environment and Commercial Services	14	15 		
Highways	37.8	37 		
Infrastructure and Growth	25	38 		
Exec Director (Including Connecting Cambs)	3.6	3.6 		
<b>Total</b>	<b>80.4</b>	<b>93.7</b> 		





## Cambridgeshire County Council's response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme (Ely South)

To: Highways and Transport Committee

Meeting Date: 27 July 2021

From: Steve Cox, Executive Director - Place and Economy

Electoral division(s): Ely North, Ely South, Littleport, Sutton, Soham North and Isleham, Southam South and Haddenham, Burwell, Woodditton

Key decision: No

Forward Plan ref: Not applicable

Outcome: The Committee is being asked to consider the response to Network Rail Consultation on the Ely Area Capacity Enhancement Scheme (Ely South) and provide comments and additions as required.

Recommendation: Committee is recommended to:

- a) Note and comments on Network Rail Consultation on the Ely Area Capacity Enhancement Scheme Consultation
- b) Delegate the agreement of the final consultation response to the Executive Director, Place and Economy in consultation with the Chair and Vice Chair of the Highways and Transport Committee.

Officer contact:

Name: Jack Eagle

Post: Principal Transport and Infrastructure Officer

Email: [Jack.Eagle@cambridgeshire.gov.uk](mailto:Jack.Eagle@cambridgeshire.gov.uk)

Tel: 01223 703269

Member contacts:

Names: Councillor Peter McDonald and Councillor Gerri Bird

Post: Chair/Vice-Chair Highways and Transport Committee

Email: [Peter.McDonald@cambridgeshire.gov.uk](mailto:Peter.McDonald@cambridgeshire.gov.uk) [Gerri.Bird@cambridgeshire.gov.uk](mailto:Gerri.Bird@cambridgeshire.gov.uk)

Tel: 01223 706398

## 1. Background

- 1.1 Network Rail are currently consulting over plans to increase rail capacity in the Ely area. The scheme is known as Ely Area Capacity Enhancement (EACE).
- 1.2 The focus of this element of the consultation is on the area named Ely south by Network Rail and includes several bridge structures and Kiln Lane level crossing. The area is shown on the map in Figure 1 below.



Figure 1: Ely South Source Network Rail: <https://elyareacapacity.com/eace-programme-funding/>

- 1.3 The consultation material is available online here: <https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/improving-the-railway-in-anglia/ely-area-capacity-enhancement/>
- 1.4 Network Rail are taking a phased approach to consultation this current consultation focused on Ely South area as shown in Figure 1. Network Rail's timetable for consultation is shown in Figure 2 and detailed below:
- Autumn 2020 public engagement about the EACE programme the County Council's response to this was agreed at Committee held on 10 November 2020 <https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1533/Committee/62/Default.aspx>
  - Early 2021 Public consultation on Ely south area. This is the stage that is currently being consulted on and the draft response is provided in Appendix A.
  - Summer/Autumn 2021 Public consultation on the options in the rest of the Ely area. This will include the Queen Adelaide level crossings
  - Autumn/Winter 2022 preferred options with the EACE programme (currently unfunded)
  - Winter/Spring 2023 TWAO submitted (currently unfunded)
  - Autumn winter 2024 TWAO decision (currently unfunded)



Figure 2: Network Rail Consultation timeline: <https://phase2.elyareacapacity.com/consultation-timeline/>

## 2. Main Issues

- 2.1 Detail of the report. Include information here from the consultation. This phase of the consultation covers the Ely South area as shown in Figure 1. The key elements of this are:
- Soham branch line proposals
  - Ely Dock Junction and Station
  - Stuntney bridge
  - Cutter bridge
  - Common Muckhill bridge
  - Bridge styles
  - Kiln lane level crossing- vehicle and pedestrians
  - Construction and the Environment
- 2.2 On the 8 February 2018 the Economy and Environment Committee at the County Council considered a report on a traffic study carried out in Queen Adelaide.  
<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/678/Committee/5/Default.aspx>

The committee resolved to:

- Note the proposals for wider regional and national benefits, of increased rail capacity through Ely North Junction;

- b) Note the potential impact on the whole community, residents and local businesses of increased frequency and duration of level crossing closures;
- c) Agree to oppose any measures that restrict traffic flow across the level crossings to the detriment of residents and local businesses until alternative solutions are put in place;
- d) Note the intention to explore opportunities with the Cambridgeshire and Peterborough Combined Authority to fund the options development for a road and / or rail solution and;
- e) Agree to continue to work with the Combined Authority, Network Rail and the Ely Area Task Force to develop a comprehensive solution that meets the needs of all Cambridgeshire residents and in particular the communities of Queen Adelaide, Prickwillow and Ely.

2.3 These resolutions will form the basis of the consultation response, and were highlighted to Network Rail when the County Council responded to the first phase of the consultation in November 2020  
<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1533/Committee/62/Default.aspx>

Another key element of the consultation response is the requirement for a greater number of additional train paths to be created by the EACE improvement scheme. Currently the proposals for increased passenger service appear to only cater for current outstanding franchise commitments. It is vital that the number of paths created by EACE fully caters for future demand.

2.4 A draft response is provided in Appendix A

### 3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:

- An increase in freight on rail would lead to a better quality of life due to a reduction in road noise and transport related emissions
- An increase in passenger rail service would have the benefits of improving access to key services and reduce road transport related emissions.
- It is likely that the scheme could impact on residents and business in the Queen Adelaide and the Kiln Lane areas. The proposed response highlights the County Council's position to oppose any measures that restrict traffic flow across level crossings to the detriment of residents and local businesses until alternative solutions are put in place.
- It is noted that other level crossing may be impacted on by the Ely Area Capacity Scheme including public rights of way (PROW). Good health is part of a good quality of life and exercise using local PROW is one way of achieving this. It is therefore

important that suitable solutions are found for all level crossings where changes are required by the scheme.

- The scheme will necessitate changes to the local public rights of way network, which provides the opportunity to improve access to the countryside for the benefit of residents' physical and mental health and wellbeing in accordance with the Cambridgeshire Health & Wellbeing Strategy and Rights of Way Improvement Plan. The proposed response sets out that CCC is desirous of working with Network Rail to ensure that appropriate improvements are achieved.

### 3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

### 3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report above sets out the implications for this priority in paragraph 3.2

### 3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

## 4. Significant Implications

### 4.1 Resource Implications

Cambridgeshire County Council are currently seeking an agreement with Network Rail for Network Rail to cover County Council staff costs while being engaged on this project.

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

There is potential that the County Council might have to procure specialist resource to assist with this project. All procurement rules would be followed and existing frameworks and contracts used if suitable.

### 4.3 Statutory, Legal and Risk Implications

No significant implication within this category.

### 4.4 Equality and Diversity Implications

No significant implication within this category has been identified at this stage. An Equality and Diversity impact assessment has been requested from Network Rail

#### 4.5 Engagement and Communications Implications

No significant implication within this category.

#### 4.6 Localism and Local Member Involvement

Network Rail held a briefing for local and key Councillors on 24 June 2021. A draft version of the report was shared with local Councillors.

#### 4.7 Public Health Implications

There is a requirement that the Public Health Team are involved in the scoping of the Environmental Impact Assessment to ensure the health impacts are adequately addressed and mitigated.

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

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: neutral

Explanation: the project does not impact on buildings. The impacts on this area will be considered in our consultation response.

##### 4.8.2 Implication 2: Low carbon transport.

Status: positive

Explanation: It is expected that this project would lead in increases in both passenger rail and freight which would be a carbon decrease when compared with road transport. The impacts on this area will be considered in our consultation response.

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

Status: Potentially negative

Explanation: All options will have an impact on the local environment to varying degrees (including Ely Pits and Meadows Site of Special Scientific Interest SSSI and River Great Ouse County Wildlife Site). The level of impact will very much dependant on the scheme that Network Rail bring forward. It is thought that Network Rail would manage this process to minimise potential impacts. The impacts on this area will be considered in our consultation response.

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: unsure

Explanation: It is not known how Network Rail will manage Waste The impacts on this area will be considered in our consultation response.

##### 4.8.5 Implication 5: Water use, availability and management:

Status: unsure

Explanation: It is not known how Network Rail will manage water. The impacts on this area will be considered in our consultation response.

##### 4.8.6 Implication 6: Air Pollution.

Status: positive

Explanation: as the scheme is expected to reduce fossil fuel road based transport this should lead to an increase in area quality. The impacts on this area will be considered in our consultation response.

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

Status: neutral

Explanation: The proposals focus on Network Rail's infrastructure. The impacts on this area will be considered in our consultation response.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

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

Name of Officer: Elsa Evans

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

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes or No

Name of Officer:

Have any Public Health implications been cleared by Public Health? Yes or No

Name of Officer:

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

Yes

Name of Officer: Emily Bolton

## 5. Source documents guidance

### 5.1 Source documents

Network Rail's consultation documents: <https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/improving-the-railway-in-anglia/ely-area-capacity-enhancement/>

Minutes of Economy and Environment Committee held on 8 February 2018:

[https://cambridgeshire.cmis.uk.com/CCC\\_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=eZJtmaZaQGE%2bt9YmDhmJLiYvD6Ldq7OeKi9s3ys4btJcqBz7BHmhbW%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlG%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d](https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=eZJtmaZaQGE%2bt9YmDhmJLiYvD6Ldq7OeKi9s3ys4btJcqBz7BHmhbW%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlG%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d)

Queen Adelaide Traffic Study Report presented to Economy and Environment Committee held on 8 February 2018

[https://cambridgeshire.cmis.uk.com/CCC\\_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=%2fNXM3pn1khRyHWq41BTZngmdKcr7ikJxxeHha6U3P4uDLAKpHc%2fNiA%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlG%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d](https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=%2fNXM3pn1khRyHWq41BTZngmdKcr7ikJxxeHha6U3P4uDLAKpHc%2fNiA%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlG%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d)

Minutes of Highways and Transport Committee held on 10 November 2020

[https://cambridgeshire.cmis.uk.com/CCC\\_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=AVSprFeJTtkiRO7Ci2mQP1%2fEzV%2b7pMfde8q%2bXdAJu2xe6RgyzAUykg%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlG%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d](https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=AVSprFeJTtkiRO7Ci2mQP1%2fEzV%2b7pMfde8q%2bXdAJu2xe6RgyzAUykg%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlG%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d)

Report presented with proposed consultation response to Highways and Transport Committee held on 10 November 2020

[https://cambridgeshire.cmis.uk.com/CCC\\_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=mW6FrBq%2fLkgUIHPUIUba9BWKjmak%2fgSeeHLuc7V78Xla0PjzBI6bsQ%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlG%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d](https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=mW6FrBq%2fLkgUIHPUIUba9BWKjmak%2fgSeeHLuc7V78Xla0PjzBI6bsQ%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlG%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d)



[AfeNR9xgBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d](https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/improving-the-railway-in-anglia/ely-area-capacity-enhancement/)

Network Rail's Ely Area Capacity Enhancement website with consultation materials:  
<https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/improving-the-railway-in-anglia/ely-area-capacity-enhancement/>

## 5.2 Location

Reports are available online weblinks provided in section 5.1

Appendix A Draft Consultation Response.

1	What is your name?
	This response is submitted from Cambridgeshire County Council and reviewed and Highways and Transport Committee held on 27 July 2021
2	What is your email address?
	<a href="mailto:Transport.Plan@Cambridgeshire.gov.uk">Transport.Plan@Cambridgeshire.gov.uk</a> and <a href="mailto:Jack.Eagle@Cambridgeshire.gov.uk">Jack.Eagle@Cambridgeshire.gov.uk</a>
3	Postcode (to identify concerns/opportunities by location)
	Not applicable
4	In general, I support the proposals to upgrade the railway in the Ely south area.
	<b>Strongly support</b> , support, undecided, Do not support, Strongly do not support
	Please explain why
	<p>Please note that this strong support is caveated on the basis that the County Council will oppose any measures that restrict traffic flow (including but not limited to motorists, pedestrians, cyclists and equestrians) across all level crossings to the detriment of residents and local businesses in Queen Adelaide, Prickwillow and surrounding area until alternative solutions are put in place.</p> <p>Cambridgeshire County Council is strongly committed to increases in both passenger and freight rail service and improvement in the Ely area will allow for these services to come forwards. Increasing both freight and passenger services is in line with many of the County Councils objectives such as reducing carbon emissions, improving air quality, creating better access to services and delivery of housing growth. It should be noted that the County Council's Economy and Environment Committee resolved on the 8 February 2018: to Note the proposals for wider regional and national benefits, of increased rail capacity through Ely North Junction.</p> <p>However, it should be noted that the protection of the communities of Queen Adelaide and Prickwillow MUST be at the forefront of any considerations.</p> <p>We understand the scope of works of the EACE is much wider than Ely and the surrounding area and involves many level crossings. The County Council will need to be fully involved as proposals for improvements at all level crossings are developed. To ensure that the needs of residents, business and other crossing users are fully considered and addressed in any new proposals.</p> <p><b>Capacity provided by EACE</b></p> <p>It is vital however that the additional capacity proposed through the EACE scheme is enough to cater for future demand. The detail shown in the consultation around train paths EACE will create is welcomed. In terms of passenger services these seems to be</p>

outstanding franchise commitments which should have been delivered some years ago apart from 1 x New service (additional service to be confirmed).

In terms of freight services there seems to be one additional freight path Felixstowe to the West Midland and the North proposed.

Given the large 'once in a lifetime' nature of the scheme it is vital that it provides adequate future capacity for both passenger and freight services.

A large range of stakeholders including but not limited to the County Council and the Cambridgeshire and Peterborough Combined Authority are involved in these discussions. It appears that there has been no work carried out to investigate what future train paths may be required. This piece of work is required urgently.

Moreover it is important to note that the County Council is strongly supportive of the CPCA led project of Wisbech Rail reconnection and it is vital that train paths through Ely are provided for this service.

Given the significant funding that local funders have provided to this project, £9.3m funding from the Cambridgeshire and Peterborough Combined Authority, New Anglia Local Enterprise Partnership (LEP) and the Strategic Freight Network. Network Rail has secured £13.1m funding from the Department for Transport. This total level of funding £22.4m is close to the original total capital cost for the scheme<sup>1</sup>. It is vitally important that EACE caters for the full future demand of rail capacity in the Ely area and not just the existing outstanding franchise commitments. Given the likely disruption and the 'once in a lifetime' nature of EACE it really does need to capture for the long-term needs of rail capacity through the Ely area.

Increases in passenger services relevant to the EACE that the County Council wishes to see and are required to ensure future sustainable development are outlined below:

- Increases in frequency of Kings Cross-Cambridge-Ely-King Lynn service to half hourly (current undelivered franchise commitment)
- Increase in frequency of Ipswich to Peterborough Service current undelivered (franchise commitment)
- Increases in frequency of Norwich to Cambridge service to half hourly- currently hourly
- Increase in frequency of Birmingham New Street to Stansted Airport service (Cross Country) to half hourly. (Possibly only between Birmingham and Cambridge for additional trains).
- Half hourly service between Cambridge and Stansted Airport. Outputs sought:
  - Either by improving frequency of Birmingham New Street to Stansted Airport service to half hourly, or
  - Extension of Norwich to Cambridge service to Stansted Airport hourly.
- Improved reliability / frequency of direct services between Cambridge and Peterborough. Outputs sought:

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<sup>1</sup> <https://www.newcivilengineer.com/latest/ely-rail-upgrade-could-cost-20-times-more-than-original-proposal-network-rail-confirms-22-09-2020/>

- Ideally by improving the frequency of the Birmingham New Street to Stansted Airport service to half hourly, and improving the reliability of that service.
- Alternatively, by provision of a new hourly service.
- Additional services to stop at Whittlesea and Manea. Outputs sought:
  - At least hourly stopping pattern in each direction throughout the day at Whittlesea
  - At least two hourly stopping pattern in each direction throughout the day at Manea.
- Increase capacity for a Wisbech to Cambridge service.

The benefits that would be created by delivering the above train services are numerous and are detailed by a number of studies and reports that are available. A report produced by Mott MacDonald<sup>2</sup> highlights the wider economic benefits of EACE. It is vital that this are considered as Network Rail develop the business case. The report estimates “show that increased connectivity in the station settlements may lead to a range of primary benefits which in total amounts to £119,700,000 over the 60 year appraisals period”. These are summarised in more detail as:

WITA-Wider Agglomeration impacts results for Core 60-year appraisal 2016 prices

Element	Amount
Manufacturing	£2.5m
Construction	£2.4m
Consumer services	£8.9m
Producer services	£32.9m
Labour supply impact	£11.3m
Move to more productive jobs	£39.5m
Reducing spatial inequality	£22.2m
<b>Total Primary Benefits</b>	<b>£119.7m</b>

There are further secondary indirect benefits which are less direct, and attribution is less tangible such as potential for 1,080 new dwelling, £104m property value uplift, 557 jobs around stations settlements, £44m GVA p.a. It should be noted that this work was based on the following rail service improvements: Ipswich to Peterborough becoming hourly and both the Kings Lynn to London and Norwich to Cambridge services become half hourly. If more train paths were enabled by the EACE these benefits would increase.

It is therefore vital that Network Rail urgently confirm the number of train paths that will be created by EACE scheme and secondly ensure that all future demand is catered for by the scheme. Currently the County Council does not believe this is the case and therefore demands an urgent conversation with both Network Rail and the Department for Transport.

### Impact on Local Community

Given the likely changes needed to level crossings in the Queen Adelaide Area it is vital to take account Cambridgeshire County Council’s position as resolved at the Economy and Environment Committee 8 February 2018.

<sup>2</sup> Ely Area Capacity Enhancement Wider Economic Benefits January 2017 Mott MacDonald all prices 2016.

b) Note the potential impact on the whole community, residents and local businesses of increased frequency and duration of level crossing closures; c) Agree to oppose any measures that restrict traffic flow across the level crossings to the detriment of residents and local businesses until alternative solutions are put in place.

It is vital that the communities and businesses affected by the EACE are fully engaged and consulted as the proposals move forwards. In particular these are the areas of Queen Adelaide and Prickwillow, but all affected will need to be fully involved.

The County Council's position is that it will oppose any measures that restrict traffic flow across the level crossings to the detriment of residents and local business until a suitable alternative solution is put in place. As noted below there is also a need to consider accessibility for pedestrians, cyclists and equestrians as well as those with reduced mobility in the Queen Adelaide area and their needs have to be catered for.

We also understand that other level crossing could form part the Ely Area Capacity Enhancement. There are specific comments below related to Kiln Lane and Well Engine Crossing as they are part of the focus for this consultation.

It is noted that other level crossing may be impacted on by the Ely Area Capacity Scheme including public rights of way (PROW). Good health is part of a good quality of life and exercise using local PROW is one way of achieving this. It is therefore important that suitable solutions are found for all level crossings where changes are required by the scheme.

The scheme will necessitate changes to the local public rights of way network, which provides the opportunity to improve access to the countryside for the benefit of residents' physical and mental health and wellbeing in accordance with the Cambridgeshire Health & Wellbeing Strategy and Rights of Way Improvement Plan. The proposed response sets out that CCC is desirous of working with Network Rail to ensure that appropriate improvements are achieved.

### **Highways Authority Role**

As the Highways Authority the County Council will also have to be fully engaged. As it is likely that proposals will affect highways, various teams at the County Council will have to be involved and there will be a requirement for Network Rail to cover costs through this process.

Team included but are not limited to are:

- Asset Management
- Transport Management
- Transport Strategy
- Transport Assessment
- Rights of Way
- Bridges
- Historic Environment Archaeology
- Street lighting

	<ul style="list-style-type: none"> <li>• Floods and Water</li> <li>• Traffic signals (if applicable)</li> </ul> <p>There is also a need to consider accessibility for pedestrians, cyclists and equestrians as well as those with reduced mobility in the Queen Adelaide area and their needs have to be catered for. Through negotiation and in accordance with its Rights of Way Improvement Plan, the County Council will seek to protect and, where possible, achieve enhancements to the public right of way and non-motorised user network in the affected area. The County Council will be pleased to enter discussions with Network Rail to secure positive outcomes for local residents and rights of way user groups affected by the scheme.</p> <p>As Highway Authority, the County Council will require that it is consulted upon any changes to the existing highway network. If there are any resultant increased highways maintenance liabilities imposed upon the Council as a result of changes to the existing highway network or the adoption of new highways infrastructure, the Council will require appropriate compensations, via the provision of commuted sums and/or other means.</p> <p>It is key that funding for the construction of the scheme is gained and confirmed as soon as possible so that the scheme can be constructed and the benefits of it gained as soon as possible. The timescales layout in the consultation materials are not ambitious enough and need to be reconsidered. It should be noted that the scheme was previously confirmed for delivery before the Hendy review in 2016.</p> <p><b>Public Health Implications</b></p> <p>There is a requirement that the Public Health Team are involved in the scoping of the Environmental Impact Assessment to ensure the health impacts are adequately addressed and mitigated.</p>
5	<p>Do you have any comments about the Soham branch line proposals we should consider?</p> <p>We welcome the improves to the Soham branch line to increase capacity for train services. It is important that these improvements include active provision for the full doubling of the Ely to Soham line.</p> <p><b>Wells Engine Crossing</b></p> <p>The County Council objects to the proposed inclusion of Wells Engine for closure of the FP24 Ely level crossing.</p> <p>As NR are aware, this Footpath level crossing was proposed in the Network Rail (Cambridgeshire Level Crossing Reduction) Order that received a SoS decision in October 2020 refusing to include this crossing in the Order on grounds that:</p> <ul style="list-style-type: none"> <li>• NR was unable to provide flood event data to support their application, which made it impossible to clarify the likely impact of the proposal.</li> <li>• The introduction of chain link fencing 'could affect the volumetric flow rate of water in or flowing to or from any drainage work' with a consequent potential effect on flood risk and drainage. The Inspector concluded that the development would not be appropriate for a functional floodplain (p223, Inspector's decision</li> </ul>

	<p><a href="https://www.gov.uk/government/publications/cambridgeshire-level-crossing-reduction-transport-and-works-act-order">https://www.gov.uk/government/publications/cambridgeshire-level-crossing-reduction-transport-and-works-act-order</a> )</p> <ul style="list-style-type: none"> <li>• If there were to be a flood event, users would have to make a very significant diversion of which they would be unaware when travelling from the south until reaching the site. It would be impractical for the highway authority to provide signage at such times.</li> <li>• FP24 Ely is a promoted route, part of the Fen Rivers Way, and well-used. Part of the rationale for the development of 3,000 new homes in north Ely was the access to the countryside, important for physical and mental health in accordance with the Ely Local Plan and the Cambridgeshire Health &amp; Wellbeing Strategy. In addition, East Cambridgeshire District Council are working on a tourism strategy depending on walking routes.</li> <li>• The potential effect of flooding could therefore significantly reduce the convenience and suitability of the route.</li> </ul> <p>CCC is unaware of any flood data being made available since the 2017/18 public inquiry, and therefore it maintains its objection to the proposal.</p>
6	Do you have any comments about the Ely Dock junction proposals we should consider?
	We have no detailed comments about Ely Dock junction other than the requirement to include active provision for the full Ely to Soham line doubling scheme.
7	Do you have any comments about the Ely Station proposals we should consider?
	If access for all passengers is not be adversely affected and passenger disruption will be kept to a minimum whilst works are carried out, we have no detailed comments on this proposal. From what is proposed we do not think there will be a major impact on Ely Station from these proposals.
8	Do you have any comments about the Stuntney Road Bridge we should consider?
	<p>We welcome the proposed additional capacity for train services that would be created by this and would hope that the scheme that created the greatest capacity could be delivered.</p> <p>Whilst understanding that the headroom under bridge will not be affected if anything could be done to increase awareness of the very low bridge this would be welcomed as despite what is already in place bridge strikes do frequently occur. Bridge strikes cause considerable disruption to both the rail and road network so if anything could be done to reduce this risk it would be welcomed. One possible solution may be a barrier with chains hanging from it to alert drivers of the low bridge. The County Council would like to work with Network Rail to enable a solution that reduced bridge strikes.</p>
9	At Cutter Bridge is your preference
	<ul style="list-style-type: none"> <li>• Option 1 single deck bridge</li> <li>• <b>Option 2 two bridges side by side</b></li> <li>• Undecided</li> </ul>
	Please explain why

	<p>We have chosen option 2 as this creates greater capacity for both passenger and freight trains and looks like it would create greater reliance when dealing with any future problems or incidents on the railway.</p> <p>It should be noted that two bridges side by side would create a slightly longer distance for those using the footpath and cycle way under the bridge. The route under Cutter Bridge is part of National Cycle Network Route 11 and access to this needs to remain and head clearance needs to be considered.</p>
10	At Cutter Bridge do you prefer
	<ul style="list-style-type: none"> <li>• Truss bridge</li> <li>• Archway bridge</li> </ul>
	Please explain why
	We have no preference currently.
11	At Common Muckhill Bridge is your preference
	<ul style="list-style-type: none"> <li>• Option 1 single deck bridge</li> <li>• Option 2 a truss bridge with a centre pier</li> <li>• Undecided</li> </ul>
	Please explain why
	We have no preference currently.
12	If Option 1 at Common Muckhill Bridge is chosen, would you prefer
	Truss bridge Archway bridge
	Please explain why
	We have no preference currently.
13	At Kiln Lane, for the footbridge, would you prefer?
	Option 1 Standard bridge Option 2 Spiral Option 3 Serpentine Option 4 Wave  Currently we have no preference.
	Please explain why
	There is a need to ensure that any bridge option that is taken forward ensure that there is DDA access for all users with the provision of ramps at suitable graduates and rest/waiting areas provided as required.



	<p>The County Council preference would be for the option that has the least impact from an environmental perspective, caused least disruption during construction and provided the greatest level of future proofing. e.g. rail electrification, future track doubling etc.</p> <p>This proposal has clear implications for FP12 Ely and the wider rights of way network. FP12 is part of the long distance promoted route, the Hereward Way, and is also a strategic off-road route in and out of Ely. CCC seeks discussions with Network Rail and stakeholders to identify opportunities for improved access for non-motorised users and to agree the most suitable outcome for the proposals in accordance with NPPF para 98, CCC Rights of Way Improvement Plan and the Cambridgeshire Health &amp; Well-Being Strategy.</p>
14	At Kiln Lane, for vehicle access is your preference
	<p>Option 1 a road viaduct over the railway line</p> <p>Option 2 a road bridge over the river from Queen Adelaide Way</p>
	Please explain why
	<p>The County Council preference would be for the option that has the least impact from an environmental perspective, caused least disruption during construction and provided the greatest leave of future proofing. e.g. rail electrification, future track doubling etc.</p> <p>It should noted that:  “Roads that only provide access to industrial estates or commercial uses or business parks will not be adopted as highway maintainable at public expense.” More information is available online <a href="https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development">https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development</a></p> <p>We would be interested to know if Network Rail has investigated possible options to relocate the business and other users of the site accessed via Kiln Lane level crossing? Potentially it might be cheaper and have less impact if suitable sites could be found for relocation instead of constructing a bridge over rail or river.</p>
15	If you wish to be contact by Network Rail with further information or to discuss the feedback you have provided on the Ely Area Capacity Enhancements Programme
	We would be happy to be contacted by Network Rail to discuss this feedback and the Ely Area Capacity Enhancement Programme in more detail. Cambridgeshire County Council officers currently have regular contact with Network Rail Staff.
	Further comments
	<p><b>General comments</b></p> <p>The County Council general approach is that it that it prefers options that have minimise the environmental impact, minimise disruption to both the rail and road network during construction and use, and provide the greatest level of future proofing and provision for future improvements.</p> <p>During the construction of the Ely Area Capacity Scheme there could be considerable disruption to both road and rail users. It is important that these are minimised. The County Council would require future conversation regarding traffic management during construction. It should also be noted that elements of this project have the potential to impact on river navigation and Ely as a tourist destination. The County Council's likely</p>

preference is going to be the option that causes least disruption to all users during in construction.

### **Flood Risk and Ecology Team comments**

#### **Flood Zone Compensation**

It is noted that there are parts of the scheme which will require additional infrastructure. Where this infrastructure is within a floodplain, the applicant must ensure that there is flood zone compensation. This means that for every cubic meter of flood zone taken up by infrastructure, like for like compensation must be provided to ensure that no functional floodplain is lost to the development. It should be noted, this is related to main rivers and therefore is a consideration for the EA to provide formal comment on formally.

#### **Additional Impermeable Areas**

The proposals may result in additional infrastructure, resulting in an increase in impermeable area and potential changes to landform (embankments or viaducts). Any development or additional infrastructure must consider the impacts on surface water drainage from the land. This will require management of surface water in line with national and local guidance. The proposals should not increase the risk of flooding to any adjacent land or property and look to better any situations where possible.

It should be noted that most the water management information will be covered in the formal submissions and likely discussed more in detail during the EIA. We do not necessarily have a preference on routes or designs; however, we expect that surface water is managed suitably and sustainably from the chosen design option.

#### **Ecology comments**

All options will have an impact on the local environment to varying degrees (including Ely Pits and Meadows Site of Special Scientific Interest SSSI and River Great Ouse County Wildlife Site). The level of impact will very much dependant on the scheme that Network Rail bring forward. It is thought that Network Rail would manage this process to minimise potential impacts. Network Rail are only proposing to 'minimise' not completely avoid / compensate for impact to SSSI and there's no consideration of impact on the River Great Ouse County Wildlife Site.

The proposed changes to Kiln Lane have the potential to impact on the important birds / bird assemblages for which Roswell Pits Site of Special Scientific Interest has been designated, as well as impact to the River Great Ouse County Wildlife Site. Therefore Network Rail will need to demonstrate how they have taken into consideration other solutions, including 'do nothing', enhancements to the existing barrier crossing and relocation of the industrial estate. And demonstrate that their selected design is sustainable and will cause no adverse impact to the wildlife sites and their species of interest. The EIA must be based on sound, detailed ecological survey work, supported by detailed evidence of air quality and hydrology.

#### **Historic Environment Team comments**

Our records indicate that the proposed works are located in an area of high archaeological potential on the eastern edge of the historic city of Ely. Known heritage assets of archaeological interest in the vicinity include mercantile and industrial activity along the waterfront of medieval Ely, including pottery production. Evidence for post medieval and 19th century industry may also survive in the vicinity. The proposals include new bridges

and embankment works which may result in impacts to these heritage assets. Ancillary works such as compounds and the siting of plant may also result in substantial disturbance.

Network Rail's supporting document lists heritage as a relevant topic for scoping under Environmental Impact Assessment. We would advise that in addition to designated heritage assets, this should include assessment of the potential impacts on undesignated heritage, including sub surface archaeological features and deposits. EIA should also include an assessment of measures required to address any adverse impacts of development.

### **Inclusion of Upgrading Level Crossings Between Ely and Ipswich – Resource impact**

It is noted that it is the intention to integrate the upgrading of level crossings between Ely and Ipswich under the umbrella of the EACE programme. This is likely to significantly increase the scope of the TWAO and hence the resources required from the County Council to both comment adequately upon the TWAO and to support its potential implementation. The County Council would seek funding from NR for such resources as are required.

### **Impacts on Public Rights of Way**

#### *1. Cutter Bridge maintenance liabilities*

At this location, Public Footpath Ely 23 runs over a supported structure that is part of the rail bridge over the River. Clarification is required as to where the responsibility for maintenance of the structure and path surface lies.

#### *2. Common Muckhill Bridge*

Public Footpath Ely 14 passes under this bridge. Network Rail need to take this into consideration with their proposals.

#### *3. Cutter and Common Muckhill Bridges – retaining existing provision*

Any renewal of these bridges needs to ensure the existing widths and appropriate heights of the Public Footpaths are retained.

#### *4. Cutter and Common Muckhill Bridges – Closures during construction*

Temporary closures to enable the replacement of the bridges must be kept to minimum, since FP14 Ely is an important leisure route.



## Major Infrastructure Project Delivery, Governance and Risk Management

To: Highways and Transport Committee

Meeting Date: 27<sup>th</sup> July 2021

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref: N/a

Key decision: No

Outcome: To provide committee with an update on the improvements relating to the delivery of infrastructure projects, their governance and risk management

Recommendation: Committee is recommended to:

- a) note the improvements underway relating to the delivery of infrastructure projects;
- b) note the project status summary in Appendix 1 including key risks and mitigation across the projects;

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Tel: 01223 706398

## 1. Background

- 1.1 Cambridgeshire County Council (CCC) has continued to be successful in attracting funding for long standing and ambitious projects to support sustainable growth. This has created a significant forward programme of capital projects. Highways are currently commissioning highways works in excess of £50million annually including the annual highways capital delivery programme.
- 1.2 During the summer of 2020 an internal review of Highway Capital Delivery was commissioned to understand the effectiveness of capital programme management and the overall control environment. Initial findings led to consideration as to common themes where project design and delivery could be enhanced. Additional projects have more recently been investigated, as to any recurring themes and the governance and oversight required.
- 1.3 The reviews highlighted the significant programme of work being delivered, and the scale of the forward programme and multimillion pound projects that include new roads, bridges and ambitious schemes to transform how people travel. The expectations for expeditious delivery, the complexity of multiple stakeholders and varied funding arrangements require talented teams, the broadest support network of specialist consultants and delivery mechanisms, and clear processes from inception to completion.
- 1.4 The review underlined the importance of continuous improvement to the skill base of teams involved in project delivery, how teams are aligned and grouped, and the best ways to maintain the energy and support to staff to overcome scheme complexities.
- 1.5 As part of the review a Group Manager was appointed in October 2020 being a qualified civil engineer with significant experience of programme and major project delivery. They are now providing direct expertise leading a programme of major projects, including developing project teams and resources in light of new and the ever increasing demands of projects and funding commitments. The role includes chairing a range of Project and Programme Boards sitting above all the projects to ensure visibility of what is being developed and delivered.
- 1.6 In October 2020 a task and finish team of experts was formed led by the newly appointed Group Manager. The group, named the "Project Assurance Group", was formed of permanent, interim and consultant resources with the relevant expertise relating to project management, forms of contract, procurement and financial control as well as internal audit. The group have met regularly since its inception, identifying areas for improvement relating to all aspects of project delivery and control.

## 2. Main Issues

- 2.1 Delivery of capital programmes has been an Officer led process that relies on Members approving projects as they are presented for consultation, and later prior to construction.
- 2.2 Consistent and sustained project delivery depends on a control environment which includes the key elements that must mutually support each other but also create constructive challenge to understand and manage risk and ensure the best possible outcomes and value for money.

- 2.3 The review of project design, development, delivery and control from the Project Assurance Group in 2020 identified three key areas for improvement:
- a) strengthen systems and processes to provide an appropriate control environment
  - b) supporting change in managing successful teams and projects
  - c) project reporting and risk management
- 2.4 This was central to, and reflected in the Place and Economy staff consultation and restructure scheduled to come into effect in July 2021 having three critical foundations:
- 1. Putting in place the senior leadership to drive and deliver services over the period
  - 2. Strengthening our systems
  - 3. Supporting successful projects and teams

### **Senior Leadership**

- 2.5 Under the new Place and Economy structure delivery of projects will be led by an Assistant Director Project Delivery being a new role. Services under the new role include:
- a. Delivery of major projects formerly delivered within Major Infrastructure Delivery (MID)
  - b. Delivery of Local Highway Improvement Projects
  - c. Delivery of Road Safety Projects
  - d. An expanded Project Management Office providing control, reporting and support to compliant and consistent project and programme delivery for projects across the Place and Economy Directorate
  - e. The Contracts and Commissioning function
- 2.6 This new Project Delivery service will create a robust focus on the areas previously identified for improvement. The service will lead, operating as a centre of excellence for project delivery. From inception to design, development and delivery, Cambridgeshire will address the changes to programme and cost that impact on major schemes and significant programmes of work. Project Teams will benefit from defined leadership to build what is affordable, and manage the delicate balance across community expectation and Member ambition.
- 2.7 By their nature many projects are complex. From major infrastructure projects, to adjustments to make the networks safer or local highway improvements that communities need to make better use of the existing network, the service will be clear on what can be delivered within budget and to programme. On appointment the new Assistant Director Project Delivery will direct and oversee ongoing improvements to the in-house capacity and supply chain support for leading these projects, with control of the contracts and commissioning function within their service.
- 2.8 The Assistant Director Project Delivery will report into a new role being the Director of Highways and Transport that is now solely focussed on the needs of Cambridgeshire County Council.

## Systems and Processes

- 2.9 The review highlighted the key areas listed below, including an update of the improvements now in place and being refined:
- 2.10 **Project Governance** – A governance organogram has been produced provided at Appendix 1, supported by a ‘Governance for Infrastructure Projects’ user guide. These governance arrangements are being introduced across all projects, ensuring compliant and consistent governance across projects. Those involved with delivery of major projects now understand their responsibility, accountability and delegated authority relating to delivery of infrastructure projects Which is underpinning the roll out of more transparency and increased accountability.
- 2.11 **Project Gateway Framework** – A project gateway process and an accompanying user guide for project managers has been developed and is being introduced across all projects. All projects will be required to satisfy a series of gateways ensuring effective project management based on Prince 2 project management, leading to greater transparency of decision making within the project as well as oversight for management and support colleagues such as finance and procurement. The gateway process is summarised at the bottom of Appendix 1 which identifies the eight gateways from project inception to delivery.
- 2.12 **Project Tracker** – This is an existing system providing process and project oversight to deliver a picture of progress and service performance for all projects focussing around cost control via monthly reporting. This tracker has been enhanced to create a clear and effective project reporting focussing on finance and corporate reporting to the Capital Programme Board. During 2021 the content is scheduled to migrate to MS Project Online and Power BI, detailed below, which will enhance project management and reporting, with all information being held digitally in a single place. The Project Tracker will be phased out during the current financial year, as financial reporting is fully embedded in the new systems.
- 2.13 **MS Project Online & MS Power BI** – Highways and Transportation teams are early adopters of these systems as a corporate programme management IT system to improve project programming, delivery, control and reporting. The Project Delivery service is the corporate lead, and the systems are being adapted and refined based on the needs of the service. Both are recognised systems aligned with best practice and will ensure all aspects of projects are captured and reported, reliant on live project updating by Project Manager and others involved with project delivery and project oversight.
- 2.14 **Financial Control** - Projects require financial transparency and cost control at all project and programme levels and gateways. Projects and programmes across the service are being reviewed by commercial expertise, resulting in re-baselining of cost (where necessary) and improved control and reporting mechanisms implemented. Forward forecasting of project costs has been a common area of concern, which is being improved with strong interplay with fully costed risk registers and accountability at each



gateway for the project to proceed. Compliance with Financial Regulations, accountability and delegations for decision making will be a key feature of improving project delivery.

- 2.15 **Procurement & Contract Management-** Through the Highways Term Services Contract, Milestone Infrastructure (formerly Skanska) will remain central to project delivery. However, they will no longer be the automatic route for design and construction services. The optimum route for project delivery including quality and Value for Money will be considered as part of the gateway process and decisions relating to provision of design, specialist consultancy and construction services will be made using the full range of options available to project managers. The Procurement Choices that currently are available to Project Team and Project Managers are shown in Appendix 2. The Joint Professional Services Framework was put in place in 2021. Project Delivery will assess its pipeline of projects, and delivery requirements over the 3-5 year horizon, ensuring that it shapes the market and procurement options are broadened, ensuring timely and efficient project delivery focussing on both quality and value for money.

#### **Supporting change- “Managing Successful Teams and Projects”**

- 2.16 The Project Assurance Group, working with Learning and Development and Human Resources colleagues identified the nature and extent of change required to ensure effective, compliant and timely delivery of projects.
- 2.17 In response, a change programme has been developed titled “Managing Successful Teams and Projects”. The training programme includes one to one coaching over eight weeks as well as the delivery of five Training Modules delivered weekly being:
- a) Module 1 Governance & Project Gateway Frameworks
  - b) Module 2 Project Tracker, MS Project and Power BI
  - c) Module 3 Financial Control, Processes & Accountability
  - d) Module 4 Commissioning, Procurement & Contract Management
  - e) Module 5 Managing Teams with Resilient Agility
- 2.18 Key staff involved in delivery of infrastructure projects across Place and Economy are going through the programme in a series of cohorts, and a light version has been delivered to interims and consultants, to ensure they are also complying with the improved and emerging requirements relating to project delivery, governance and control.

#### **Project reporting and risk management**

- 2.19 As detailed in Appendix 1, the Governance Organogram, the control environment requires that all projects and programmes are regularly reported to finance, corporate (Directors) and Members. The organogram also references the Member Advisory Groups that will operate on some projects. These measures ensure appropriate and timely updates, determined early in the life cycle of the project.

- 2.20 The Project Management Office (PMO) function relating to project delivery is being enhanced and expanded to provide support and assurance for project delivery across the Place and Economy Directorate. The demand on the PMO service is high as projects are formalised into the 8 gateway project life cycle, and migrate into the Power BI programme management software. The PMO continue to offer support and training and one to one support to all those involved with project and programme delivery across the Place and Economy Directorate.
- 2.21 Although there are eight gateways identified in a project's lifecycle committee approval at all of the eight gateways would lead to substantial delays and additional costs to delivery of projects. It would also lead to challenges with time compliance associated with contractual obligations on the Employer. Therefore, to balance efficient and timely delivery of projects and adequate Member control and oversight, approval at the following three gateways by committee Decisions to proceed to the subsequent gateway in a project lifecycle was approved at the 9<sup>th</sup> March 2021 committee.
- a) Gateway 2- commence consultation
  - b) Gateway 4- approve the preliminary design
  - c) Gateway 6- allow construction
- 2.23 Aligned with the migration of projects onto the new systems associated with project management detailed earlier in this report, highlight and summary reports will evolve in the future be generated from the systems MS Project Online and Power BI, which will be maintained on a "live" basis by all those involved with project delivery. This will ensure an accurate picture of all projects is available at all times where risk arising can be immediately notified, assessed and mitigated.
- 2.24 Appendix 3 has been produced from a snapshot dated the 18 June 2021 to provide clear and concise visibility of the projects being managed within the new Project Delivery service listed in alphabetical order. The projects have been risks assessed relating to the following categories: Design; Land; Budget; Programme; Procurement and Delivery. In addition to the categories projects have been given an overall project status of High Risk (H), Medium Risk (M) and Low Risk (L).

The criteria for the risk rating of projects is proposed as:

- a) Low Risk (L) - no or minor issues being managed under existing project resources and controls
- b) Medium Risk (M) - a risk that is being managed under existing project controls but is not considered to risk the overall project in terms of programme, budget or outcomes
- c) High Risk (H) - a risk that has the potential to put the project programme and/or project budget at risk or the project failing to deliver its agreed and expected delivery outcomes. Intervention and mitigation will be underway by the respective Project Team to reduce the risk and re-align the project to programme and cost or re-baseline the project where this is not possible.

- 2.25 Comparison of the data from the 9<sup>th</sup> March 2021 committee report when this was first reported to the committee, against data captured from 18<sup>th</sup> June 2021 for this committee report is provided in Appendix 4.
- 2.26 The three project listed below have been completed to programme, budget and agreed project outcomes, and have been removed from the summary table in Appendix 1.
1. Fenstanton Fenlane Busway
  2. Hardwick Path
  3. Washpit Lane Non Motorised User Route from Programme One
- 2.27 The projects listed below are being developed and migrated into the Project Delivery service and Power BI with emerging governance, control measures, risk management, reporting mechanisms and project assurance, now captured in Appendix 1 shaded grey for identification purposes:
1. Boxworth to A14 NMU2
  2. Buckden to Branston NMU2
  3. Chisholm Trail Coldhams Common Package Part B
  4. Girton Footpath 4 & 5 Upgrade NMU2
  5. Hilton to Fenstanton NMU2
  6. Huntingdon railway station to Alconbury Weald NMU2
  7. Huntingdon Road adj to Girton College NMU2
  8. March Future High Street Project
  9. March Northern Link Road
  10. March Pedestrian & Cycling Strategy Projects
  11. Paxton to St Neots NMU2
  12. Spencer Drove Soham- access to Arts Centre
  13. St Ives Transport Study Programme
  14. St Neots Future High Street Transport Programme
  15. Swavsey Cambridgeshire Guided Bus link- maintenance track
  16. Wood Green A1198 to Godmanchester NMU2
- 2.28 The headlines from data comparison provided in Appendix 4 are:
1. Three projects have been successfully completed to cost, programme and project outcomes.
  2. The number of projects now being managed with appropriate governance, control, risk management, reporting mechanism and assurance have increased from 27 to 39 projects, being a 44% increase.
  3. In terms of the projects with High Risk category ratings:
    - I. Projects with significant design issues have reduced from 7% of projects to no projects with significant design issues.
    - II. Many projects require land acquisition or land agreements which require negotiations to avoid timely and costly CPO procedures. Projects with significant land problems that are likely to prevent or delay project delivery have been halved from 15% of projects to 8% of projects.

- III. Delivering projects within the terms of funding agreements and approved budgets is a key challenge for project delivery across the programme as many budgets are set very early in the project life cycle. Projects that have significant budget and cost challenges has reduced by one third from 30% to 21% of projects.
- IV. Maintaining the project programme to community and Member expectations can be challenging with various project complexities. Projects with significant risk over their programme have halved from 26% to 13% of projects.
- V. Procurement and commissioning of services to develop and deliver projects is reliant on many factors including performance of key partners, consultants, contractors and supply chain partners. The market is particularly challenging currently due to material and resource pressures from the pandemic, Brexit and government projects such as HS2 absorbing talent. However despite these challenges, projects with significant challenges over delivery have halved from 26% to 13% of projects.
- VI. The number of projects that have an overall High Risk rating with intervention underway are five from the 39 projects. This is a reduction from 30% to 13% of projects that are rated as High Risk.

2.30 This data demonstrates that despite many new projects being transitioned into the new project management and control mechanisms over the last four months, performance has been considerably improved across all areas of project delivery since the 9<sup>th</sup> March 2021 committee report.

2.31 The common issue relating to the five High Risk projects primarily relates to being unable to deliver the projects within the allocated budget/funding agreements which was set at project inception. Intervention is currently underway as a service priority assessing a range options including design changes, descoping, alternative procurement routes to deliver the projects within the allocated budgets, and/or to seek new funding opportunities to make up the shortfall.

2.32 Market pressures including inflationary, Brexit, the pandemic, government infrastructure and a buoyant housing market appear to be increasing pressure on resources. Materials, especially where these are imported, are seeing vast cost increases and significant delays. This has been compounded by the impact of the Suez canal blockage earlier this year. There is also a notable increase in the number of deliveries stuck in ports, such as Harwich and Felixstowe, with insufficient UK HGV drivers to move containers and the material they hold. This is impacting construction projects both across the UK and regionally. This is generating impacts across the sector which is likely to start impacting Cambridgeshire projects including:

- 1. Unfunded price inflation of projects from when provisional costings were undertaken;
- 2. Impact on Target Cost with higher prices;

3. Lower interest from supply chain i.e. contractors can choose customers in a buoyant / strong market;
4. Lack of competition and companies quoting to work in Cambridgeshire or only at a higher charge;

2.33 The new Project Delivery service emerging from the recent Place and Economy restructure, has been broadened to include a Project Management Office and the Contracts and Commissioning function, both designed to support effective and efficient project delivery. Project Delivery continue to work closely with the Project Assurance Group and Internal Audit to drive further improvements over coming months as more projects will be migrated into Project Delivery from wider across the directorate.

### 3. Alignment with corporate priorities

#### 3.1 Communities at the heart of everything we do

Development of the highway network, and associated infrastructure, improved links between communities.

#### 3.2 A good quality of life for everyone

Provision and development of infrastructure, including the highway network allows residents and visitors to move around the county freely, supporting the economy and access to services including recreation and leisure. Additionally it encourages healthy journeys including those by public transport and non-motorised use, such as walking, cycling and equestrian.

#### 3.3 Helping our children learn, develop and live life to the full

Provision and development of infrastructure, including the highway network helps children to access schools and leisure services. It also promotes non-motorised users including cycling and walking with the accompanying health benefits.

#### 3.4 Cambridgeshire: a well-connected, safe, clean, green environment

Provision and development of infrastructure, including the highway network allows residents and visitors to move around the county freely, supporting the economy and access to services. Additionally it encourages healthy journeys including those by public transport and non-motorised use, such as walking and cycling reducing carbon emissions and use of the motor vehicle.

#### 3.5 Protecting and caring for those who need us

NA

### 4. Significant Implications

#### **4.1 Resource Implications**

Resources to improve delivery of major infrastructure programmes and projects is being addressed through the restructure of Place and Economy.

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

This report includes measures and improvements relating to procurement and contract management relating to this, which are compliant with procurement rules and regulations.

#### **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**

This is built into the gateway framework for Project Delivery.

#### **4.6 Localism and Local Member Involvement**

Engagement with local communities and Members is catered for with effective project delivery and formalised through the 8 gateway project lifecycle.

#### **4.7 Public Health Implications**

There are no significant implications within this category

#### **4.8 Environment and Climate Change Implications on Priority Areas**

This is not a key decision, nor are there any significant implications within this category

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

Name of Financial Officer: David Parcell

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

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

No

Name of Officer: Elsa Evans

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

Name of Officer: Sarah Silk

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

Name of Officer: Domonic Donnini

**Have any Public Health implications been cleared by Public Health** Not required

Name of Officer: Kate Parker

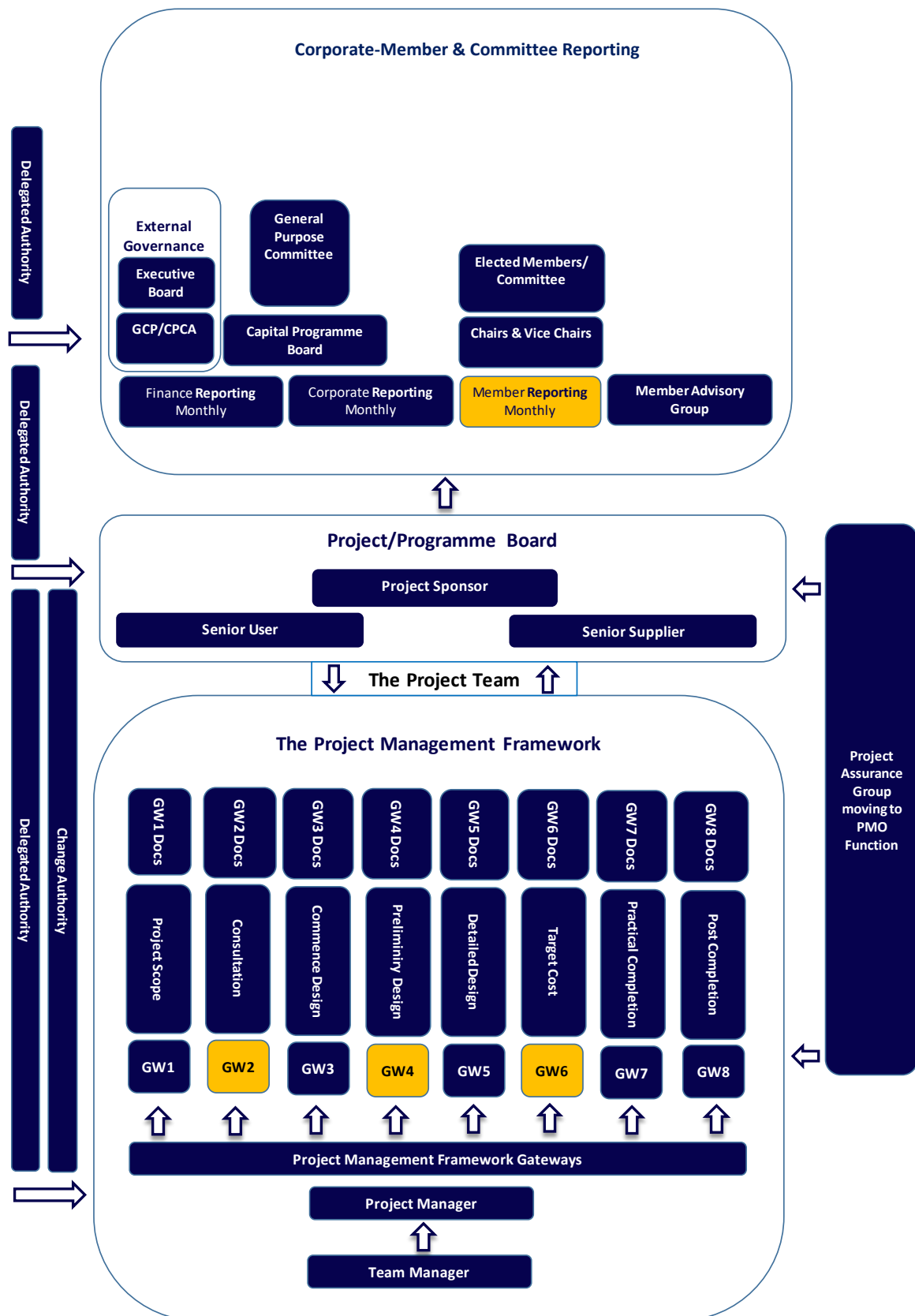
**If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?** Not required

Name of Officer: Emily Bolton

## 5. Source documents guidance

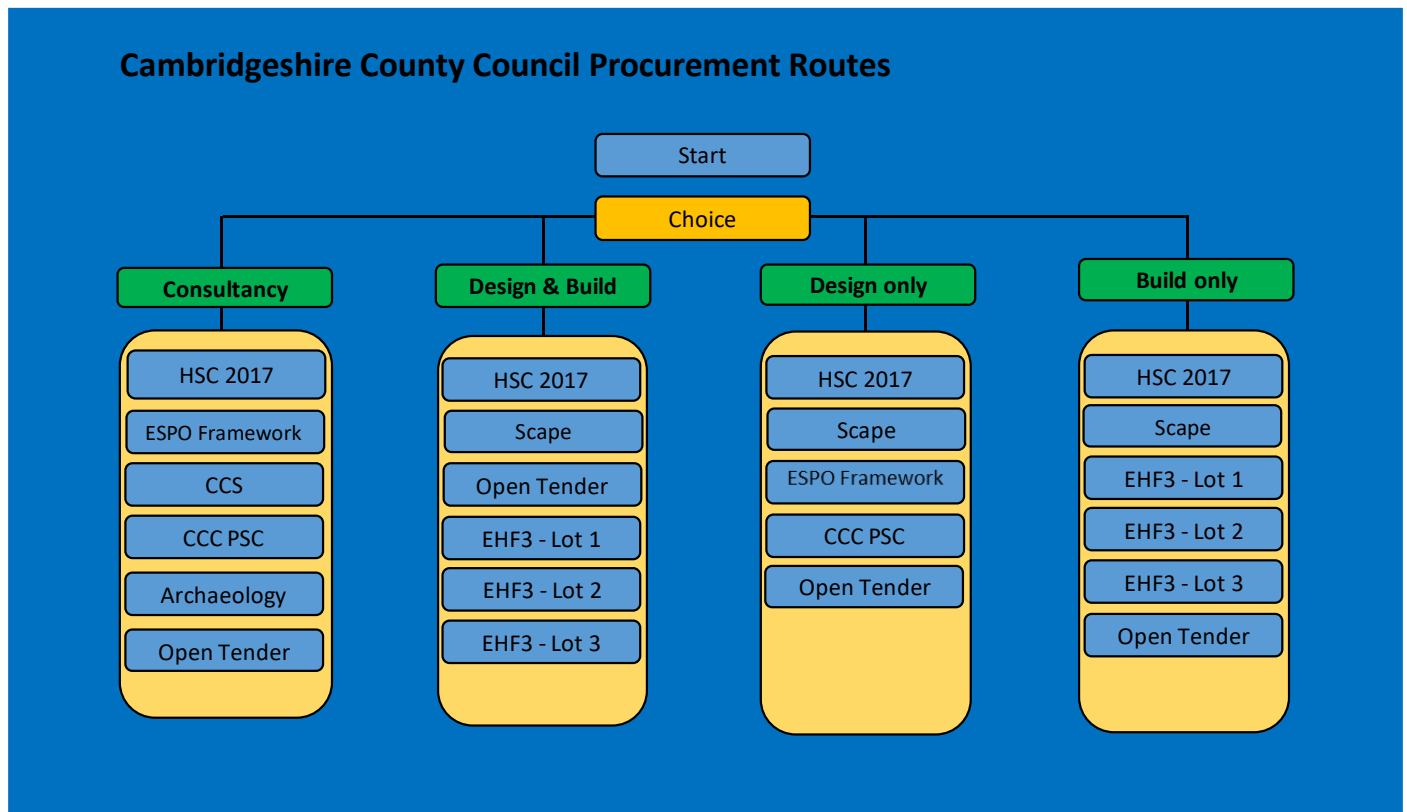
5.1 None

## APPENDIX 1: Governance Organogram for delivery of Infrastructure Projects





## APPENDIX 2: Procurement Choices for delivery of Infrastructure Services



**Note:** Consultancy Services via the Joint Professional Services have been made available from 1 June 2021, further widening the Procurement Choices for Project Delivery.

### APPENDIX 3: Major Infrastructure Project Risk Summary Dated 18 June 2021

Scheme Name	Design	Land	Budget	Prog	Delivery	Overall	Summary of key issues	Mitigation / Intervention (where required)
Active Travel Programme 2	M	L	L	M	M	<b>M</b>	Programme to be confirmed and delivered by end March 2022	Consult with schemes, refine and move into construction
Bar Hill to Longstanton NMU1	M	M	M	M	M	<b>M</b>	Re-design involves land issues / delay due to adjacent developer works	Engagement with land owners
Boxworth to A14 NMU2	M	M	L	L	M	<b>M</b>	Land required with 4 owners	Engage with land owners and progress funding with HE
Buckden to Brampton NMU2	M	M	L	L	L	<b>M</b>	Numerous design and land issues	Progress design options, engage with land owners/MoD and progress funding with Sustrans/HE/CIL/S106
Cherry Hinton Road	L	L	L	L	L	<b>L</b>	Design funded and underway	Funding for construction will need to be sourced and secured
Chisholm Trail Coldhams Common Package Part A (footbridge & link)	L	L	L	L	L	<b>L</b>	Completed end June to programme and budget	Not required
Chisholm Trail Coldhams Common Package Part B (footway widening / culvert / NR)	L	H	L	M	M	<b>M</b>	Works designed and construction underway but running over commons consent order	Engagement underway with City Council over works on Coldhams Common

Chisholm Trail Fenn Road Package	L	L	M	M	M	<b>M</b>	Design being finalised for consultation	Not required
Chisholm Trail Phase 1	L	M	M	M	M	<b>M</b>	Pressures remain on programme including land/planning/budget for scheme completion by November 2021	Closely manage contractor performance and progress land & planning issues
Downing St / St Andrews	L	L	L	L	L	<b>L</b>	Traffic island replaced by contractor	Not required
Dry Drayton NMU2	L	M	L	L	M	<b>M</b>	Making good progress over CPO/land issue	Engage with land owners and progress funding with HE
Ely Stuntney Cycleway	L	M	M	M	M	<b>M</b>	Re-design for traffic island involves third party land take, delaying construction	Engagement underway with land owner
Girton Footpath 4 & 5 Upgrade NMU2	M	M	L	L	M	<b>M</b>	Design and land issues to be resolved with college	Engage with land owners & the college and progress funding with HE
Girton to Oakington NMU1	M	M	M	M	M	<b>M</b>	Phase 1 under construction & Phase 2 requires engagement with land owners and additional funding	Engage with land owners and progress funding opportunities including s106 & HE
Greenways Programme	L	L	L	L	L	<b>L</b>	Early stages of design and programme to be agreed	Not required
Hilton to Fenstanton NMU2	M	M	L	L	M	<b>M</b>	Design work and options being progressed	Engage with HE regarding funding
Huntingdon railway station to Alconbury Weald NMU2	M	M	L	L	M	<b>M</b>	Design options being progressed for three sections & numerous land issues	Engage with Sustrans, Urban Civic and HE regarding funding

Huntingdon Road ajd to Girton College NMU2	L	L	L	L	L	L	Design options being progressed	Engage with HE regarding funding
Kings Dyke	M	M	M	M	M	M	Minor land issues being resolved / poor performance by NR is causing challenges / Star Pitt design issues to be resolved	Resolve land issues and engage with NR over performance issues / resolve Starr Pitt design with contractor
Lancaster Way Roundabout	L	L	L	L	L	L	Scheme completed to programme and budget subject to RSA3 and closeout	Not required
Longstanton Bridleway 10 Upgrade NMU1	M	L	L	L	M	M	Objection from British Horse Society over surface treatment being resolved	Engage with British Horse Society and local Cllrs to seek compromise
Maddingley Road	L	M	L	L	L	L	Negotiations with college are protracted but making progress	Not required
March Future High Street Project	M	L	H	M	M	M	Initial review has raised concerns regarding budget	Options being considered
March Major Highway Projects	L	M	L	L	L	L	Initial works underway to review costs and programme to feed into Business Case	Not required
March Minor Projects	L	L	L	L	M	L	Some minor challenges regarding delivery	Remaining schemes are being programmed for delivery
March Northern Link Road	L	M	L	L	L	L	Significant land take required / Initial works underway to review costs and programme to feed into Business Case	Design options being considered

March Pedestrian & Cycling Strategy Projects	L	L	L	L	L	L	Initial schemes being reviewed and worked into programme	Not required
Northstowe Bus Link	L	L	H	H	H	H	Forecast construction costs exceed budget and risks remain over delivery/programme	Consider alternative options for delivery to reduce construction costs
Papworth to Cambourne NMU1	L	L	H	H	H	H	Previous design issues have been resolved / Budget shortfall delaying construction	Consider alternative options for delivery and further engagement with HE underway for additional funding
Paxton to St Neots NMU2	M	M	M	L	L	M	Design options being considered along with impacts on land acquisition	Engage with HE regarding funding
Ring Fort Path	M	H	L	M	M	M	Design being finalised with HE / Land owner is being challenging delaying delivery	Engagement with land owner and HE ongoing
Spencer Drove Soham- access to Arts Centre	L	L	H	M	M	M	Cost and programme challenges including delays relating to use of Spencer Drove as haul road from adjacent Soham Station Project	Engagement with adjacent NR project underway to agree programme
St Ives Transport Study Programme	L	L	L	L	L	L	Initial scoping and outline design underway	Not required
St Neots Future High Street Transport Programme	M	L	H	M	M	M	Initial review has raised concerns regarding budget	Options being considered
Swavsey Cambridgeshire Guided Bus link-maintenance track	M	M	L	L	L	L	Scheme requires support for Environment Agency	Pursue innovative design in collaboration with Environment Agency

WAS Broadend Road/A47 rbt (BER2)	M	M	H	H	H	<b>H</b>	Land issue designed out / challenges remain over costs and programme	Options being considered and engagement with stakeholders underway
WAS Elm High Road/A47 (EH1)	M	M	H	H	H	<b>H</b>	Stats issues resolved / challenges remain over costs and programme	Options being considered and engagement with stakeholders underway
WAS Elm High Road/Weasenham Ln rbt (EH7B)	L	H	H	H	H	<b>H</b>	Land/property issues / challenges remain over costs and programme	Property being acquired / options being considered and engagement with stakeholders underway
Wood Green A1198 to Godmanchester NMU2	L	M	M	M	M	<b>M</b>	Design work being progressed	Engage with HE regarding funding

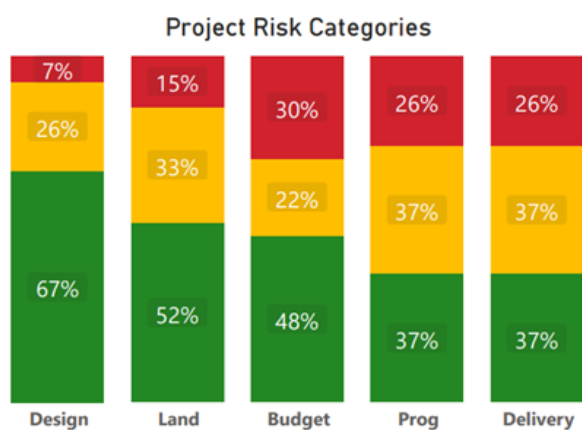
## APPENDIX 4: Major Infrastructure Project Risk Comparison Data

Table 1: Data from 9 March 2021  
committee report

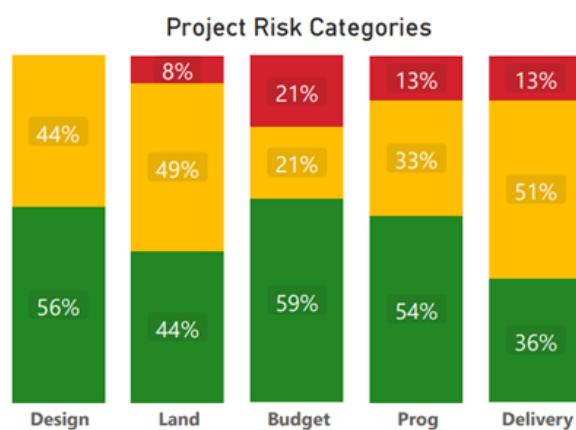
Table 2: Data from 18 June 2021  
from Appendix 3

Performance across 27 Projects dated 19 Feb 2021							Performance across 39 Projects dated 18 June 2021						
Ranking Category	Design	Land	Budget	Prog	Delivery	Overall	Ranking Category	Design	Land	Budget	Prog	Delivery	Overall
High #	2	4	8	7	7	8	High #	0	3	8	5	5	5
Medium #	7	9	6	10	10	8	Medium #	17	19	8	13	20	21
Low #	18	14	13	10	10	11	Low #	22	17	23	21	14	13
High %	7	15	30	26	26	30	High %	0	8	21	13	13	13
Medium %	26	33	22	37	37	30	Medium %	44	49	21	33	51	54
Low %	67	52	48	37	37	41	Low %	56	44	59	54	36	33

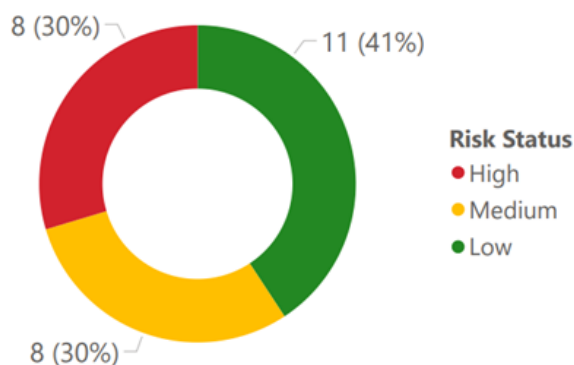
Risk Status across 27 Projects 19 February 2021



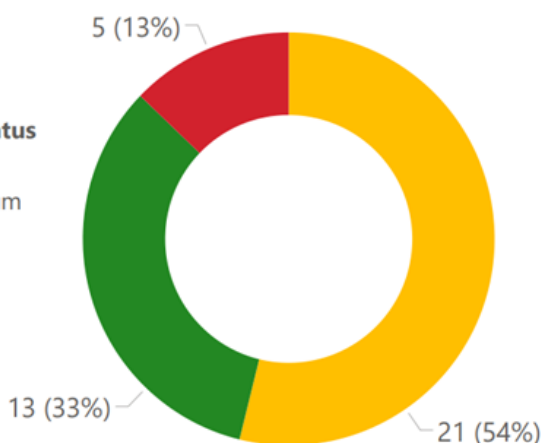
Risk Status across 39 Projects 18 June 2021



Overall Project Risk Status



Overall Project Risk Status







## Highway Services Contract Key Performance Indicators – quarterly report

To: Highways and Transport Committee

Meeting Date: 27 July 2021

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref:

Key decision: No

Forward Plan ref no: N/A

Outcome: To approve the Key Performance Indicator report

Recommendation: Committee are being asked to note and approve the report

### Officer contact:

Name: Emma Murden  
Post: Highways Commission Manager  
Email: [Emma.murden@cambridgeshire.gov.uk](mailto:Emma.murden@cambridgeshire.gov.uk)  
Tel: 07786 336249

### Member contacts:

Names: Councillors Peter McDonald and Gerri Bird  
Post: Chair/Vice-Chair  
Email: [Peter.McDonald@cambridgeshire.gov.uk](mailto:Peter.McDonald@cambridgeshire.gov.uk)  
[Gerri.Bird@cambridgeshire.gov.uk](mailto:Gerri.Bird@cambridgeshire.gov.uk)  
Tel: 01223 706398

## 1. Background

- 1.1 The former Highways & Community Infrastructure (HCI) Committee on 4th December 2019, raised questions about the quality of work undertaken by the Council's Highways Contractor, Skanska. Members highlighted the need to review the measures in place to monitor the performance of the contract. It was agreed that Committee receive a quarterly report on progress of the Highway contract key performance indicators (KPIs). The desire for a quarterly report was reaffirmed at the Highways & Transport (H&T) committee on 15th September 2020.
- 1.2 Several Councillors at the Committee on 4th December 2019, expressed an interest in understanding the Highway KPIs. As a result, officers met with Councillors Howell, Harford, Scutt and Manning on 2nd February 2021 (Cllr King sent his apologies) to explain how the performance of the Highways Contract was managed. Guidance on how to report quality of work issues was also rolled out to staff, who use the contract. The approach to contract KPIs will be reviewed by the working group and Milestone Infrastructure Ltd, who now operate the contract, and an update will be provided in the next quarterly report to this Committee.
- 1.3 Contracts benefit from having clear KPIs in place to provide tangible evidence of the level of achievement and progress set against the aims of the contract. Contract management KPIs aim to optimise processes and to deliver favourable outcomes, by measuring what matters, working back from the required outcome. The key KPI priorities of the highway services contract are:
  - Health and safety of the travelling public and staff
  - Quality of work is of the required standards
  - Cost certainty is achieved
  - Service delivery timescales are met
  - Satisfaction surveys for staff and stakeholders
  - Environmental processes are in place.
- 1.4 This report covers why we collect the data; what data is collected and what outcomes these KPIs aim to achieve for the highway service. There are a set of 18 KPIs for the highway services contract and these are set out in more detail in Section 2. Each has performance clauses that are assessed against certain criteria, which have an impact on the original contract, for example extensions and reductions to the main term of the contract being one.

## 2. Main Issues

- 2.1 The current KPIs for 2020-21 are detailed in appendix 1 of this report, from Sept 2020 to February 2021, since the last reporting period.
- 2.2 Those KPIs that do not meet the required performance have a performance improvement plan (PIP) submitted by the contractor. The PIP sets out what actions and steps the contractor will take to achieve the target. Currently there are 3 PIPs in progress:
  - CAT2 defect repairs carried out on time (planned highway repair works to defects carried out in up to 12 weeks) currently 83% (target 95%).

- Target cost verses actual costs for projects – a working group comprising the Commercial and Performance Groups has been set up to review this – currently 90% (target 95%).
- Percentage of Schemes delivered to the agreed programme dates (this relates to the timescales for the contractor to deliver to, does not include CCC timescales, monitored as part of the Annual Plan of works to Skanska) – currently 90% (target 95%).

2.3 These are being monitored by the highway contract Joint Management Team (JMT) and reported to the highway contract Strategic Collaboration Board (SCB) to oversee actions and progress.

### 3. Alignment with corporate priorities

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

3.2 A good quality of life for everyone  
The report above sets out the implications for this priority in 1.3, how we are contributing to health and safety of the travelling public and staff, by meeting our targets to deliver a good service.

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

3.4 Cambridgeshire: a well-connected, safe, clean, green environment  
The report sets out the implications for this priority in 1.3, how we are considering environmental and safety in service delivery.

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

### 4. Significant Implications

4.1 Resource Implications  
The finance KPI's are detailed within Appendix 1.

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

4.3 Statutory, Legal and Risk Implications  
The report above sets out details of significant implications in 1.4, following the procurement rules, evaluating risks and demonstrating value for money from the KPIs.

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 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):
- 4.8.1 Implication 1: Energy efficient, low carbon buildings.  
Positive/neutral/negative Status: NA
- 4.8.2 Implication 2: Low carbon transport.  
Positive/neutral/negative Status: NA
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.  
Positive/neutral/negative Status: Neutral  
Explanation: While the contract delivers highways works that could facilitate use of petrol/diesel vehicles, it also looks to deliver new smarter infrastructure to support the use of low carbon transport, for example building cycleways etc.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.  
Positive/neutral/negative Status:  
Explanation: Waste/recycling is captured in a KPI, it looks at the amounts recycled, we are always looking at smarter ways of using waste products, reducing amounts and impact on the environment.
- 4.8.5 Implication 5: Water use, availability and management:  
Positive/neutral/negative Status: NA
- 4.8.6 Implication 6: Air Pollution.  
Positive/neutral/negative Status: NA
- 4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.  
Positive/neutral/negative Status: Positive  
Explanation: The contract looks to deliver new smarter infrastructure to support this, agenda, for example building cycleways etc.

Have the resource implications been cleared by Finance? Yes  
Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes  
Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes  
Name of Legal Officer: Fiona McMillian

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

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Christine Birchall

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

Name of Officer: Richard Lumley

Have any Public Health implications been cleared by Public Health?

Yes or No

Name of Officer: NA

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

Yes

Name of Officer: Emily Bolton

## 5. Source documents guidance

### 5.1 Source documents NA

## Appendix 1

v1.0	Reporting month: February 2021					2020/21					
		KPI description	Target	Frequency	Contract Group	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21
Primary KPIs	Operational Delivery	Percentage of in and out of hours' emergency calls responded to within the response time defined in the HOS	90%	Monthly	Performance	95%	96%	99%	92%	98%	95%
		Percentage of Cat 1 orders completed within agreed timescales, as defined in the HOS	90%	Monthly	Performance	90%	92%	93%	97%	97%	94%
	Programme Delivery	Percentage of schemes delivered to the agreed programme dates	95%	Quarterly	Performance	90%			90%		
		Percentage of schemes delivered within +3%/-10% of agreed target costs	95%	Quarterly	Commercial	75%	75%	90%	90%	100%	
	Health, Safety & Environment	Lost Time Incident Frequency Rate (LTIFR) To measure the employee time lost following an Incident per 100,000 hours worked.	1.2	Monthly	SHE	0.00	0.00	0.00	0.00	0.00	0.23
	Value for Money	Output achieved for budgeted spends based on year start targets.	<=2017-19 unit cost	Annual	Commercial						
	Cost Certainty - Option C Works	Cumulative actual annual costs within % of total target costs agreed per year (annual programmes)	+3%/-10%	Annual	Commercial						
	Team Effectiveness & Public/ Member Engagement	Stakeholder Survey	=>62.8%	Annual	Performance					72.8%	
Secondary KPIs	Operational Delivery	Percentage of Cat 2 orders completed within agreed timescales, as defined in the HOS	90%	Monthly	Performance	75%	86%	70%	79%	75%	83%
		Percentage of cyclic maintenance activities delivered to the agreed programme	95%	Quarterly	Performance	TBA			TBA		
		Percentage of Precautionary Treatment runs completed within the target detailed in the Winter Service Plan	100%	Monthly	Performance	N/A	N/A	100%	100%	100%	
		Number of Defect Certificates as % of total number of Task Orders.	2%	Monthly	Performance	0.1%	0.0%	0.3%	0.0%	0.0%	0.4%
		Percentage of non-compliance which would have resulted in an FPN as a proportion of all Street Works Permits that commenced in the reporting month.	5%	Monthly	Performance	3%	1%	2%	8%	0%	TBA
	Health, Safety & Environment	Accident Frequency Rate (AFR) To measure the number of reportable accidents per 100,000 person hours worked. Reportable accidents are those as defined under RIDDOR.	0.75	Monthly	SHE	0.00	0.00	0.00	0.00	0.00	0.00
		Recycled Construction Waste, Percentage of arisings recycled into usable construction material	95%	Quarterly	SHE	96%			98%		
	Cost Certainty	Audit failures in Open Book Costing Mechanism (OBCM) - % value of the audited value where audit discovers an error in any cost categories (Plant; Labour; Materials; Sub Contractors; Overheads).	1%	As appropriate	Commercial						
	Financial	Percentage of final accounts for all task orders that are agreed within 3 months of completion date	98%	Monthly	Commercial	84%	75%	90%	98%	88%	99%
	Team Effectiveness & Public/ Member Engagement	Delivery with the agreed annual Cultural Improvement Plan targets	=>70.3%	Annual	Cultural					74.0%	





## Highways and Transport Policy and Service Committee Agenda Plan

Published on 1st July 2021

### 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
07/09/21					
	Appointments to outside bodies	Democratic Services	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	CSET	Jane Osayimwen	Not applicable		
	Cambridge South Station	Jack Eagle	2021/032		
	Road Safety Schemes	Matt Staton	2021/044		
	Business Planning	Tessa Adams	Not		
	Local Transport Note 120	Jack Eagle	Yes		

	Annual Highways Report	Emma Murden	Not applicable		
	Road Safety Annual Review	Matt Staton	Not applicable.		
	Civil Parking Enforcement	Sonia Hansen	2021/048		
	Winter Plan 2021/22	Jonathan Clarke	2021/036		
	Agenda plan	Democratic Services	Not Applicable		
<i>[04/11/21]</i>	<i>Reserve Date</i>				
07/12/21				25/11/2021	29/11/2021
	Appointments to outside bodies	Democratic Services	Not Applicable		
	Business Planning	Tessa Adams	Not applicable.		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda plan	Democratic Services	Not Applicable		
<i>[25/01/22]</i>	<i>Reserve Date</i>				
08/03/22				24/02/22	28/02/22
	Appointments to outside bodies	Democratic Services	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda plan	Democratic Services	Not Applicable		
<i>[26/04/22]</i>	<i>Reserve Date</i>				

To be scheduled

Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)

Please contact Democratic Services [democraticservices@cambridgeshire.gov.uk](mailto:democraticservices@cambridgeshire.gov.uk) if you require this information in a more accessible format

