

# Highways and Transport Committee: Minutes

Date: 25 January 2022

Time: 12.46pm to 3.02pm.

Present: Councillors Alex Beckett, Piers Coutts, Doug Dew, Lorna Dupre, Stephen Fergusson, Ryan Fuller, Simon King, Peter McDonald, Elisa Meschini, Mac McGuire, Brian Milnes, Neil Shailer, Alan Sharp and Mandy Smith

Venue: Burgess Hall, St Ives

## 63. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors Geri Bird (Elisa Meschini substituting), Jan French, and Derek Giles (Stephen Fergusson substituting).

There were no declarations of interest.

## 64. Minutes – 7 December 2021

The minutes of the meeting held on 7 December 2021 were agreed as a correct record and signed by the Chair subject to the addition of Cllr Fuller in attendance.

## 65. Highways and Transport Committee Action Log

The Committee noted its Action Log and the following updates:

Minute 45 – requested that dates be added to indicate likely completion.

Minute 63 – noted that the work regarding Wisbech Access Strategy would be completed around March 20222 and a report would then be presented to the Committee.

Minute 5 – Requested that it the status be changed to in progress.

Minute 57 – Requested that a briefing be offered to all members of the Committee on the latest position regarding BAM Nutall and the Guided Busway.

## 66. Petitions and Public Questions

The Committee received public questions and they were taken during the relevant agenda item. The questions and responses are contained at Appendix A of the minutes.

## 67. Parking Enforcement and Permits System

The Committee received a report that sought authorisation Parking Information Technology system and delegate the award of the contract following the completion of the tender process. Introducing the report officers explained that the system underpinned all the activities of the enforcement team. It was intended to ensure that the system was able to be adapted to take account of future developments and legislative changes, in particular readiness for TMA 6. There were also complexities that were being addressed regarding parking enforcement outside of Cambridge city. The system would also have capabilities for processing environmental charges such as Ultra Low Emission Zones (ULEZ) should they be introduced.

Question received from Jim Chisolm question.

During discussion Members:

- Requested that regarding paragraph 2.4 of the report, relating to European Union procurement law, future reports be amended to reflect that such references were no longer required.
- Confirmed that from June 2022 TMA 6 powers were available to the Council within Cambridge City to begin with and would be able to be expanded in the future.
- Acknowledged that powers to curb pavement parking were likely to come forward in the near future and the system would be able to account for such legislative changes.
- Noted that Huntingdonshire District Council was not taking part in the procurement as it had its own enforcement and collection provision.

It was resolved unanimously to:

- a) Authorise Cambridgeshire County Council (CCC) to commence the procurement for the IT contract for Civil Parking Enforcement (CPE) and Parking Permit System for a term of two years from June 2022 with an option to extend for two years, through the Eastern Shires Purchasing Organisation; and
- b) Delegate the authority to the Executive Director, Place & Economy, in consultation with the Chair of the Highways and Transport Committee, to appoint contractors following a competitive process and complete all necessary contractual documents in accordance with Council Procedures.

## 68. Highway and Capital Maintenance Programme 2021/22 Schemes Over £500k

The Committee received a report regarding the Highway Capital Maintenance programme. The report sought the Committee's approval for a total of 7 schemes that individually exceeded £500k.

In discussing the proposals Members:

- Sought further information regarding the proposed works at the A505, Duxford. The presenting officer explained the proposed works were for the replacement of safety barriers. The scheme was being reviewed to ensure best value; however, it was a complex location.
- Welcomed the substantial amount of money allocated for the resurfacing of Cromwell Road Wisbech
- Noted that the Committee was approving a delegation to the Executive Director to approve the scheme when it was ready to progress in consultation with the Chair and Vice Chair of the Highways and Transport Committee. Therefore, any concerns, such as the cost of the A505 scheme would be noted and address prior to approval.
- Drew attention to Haddenham Hill Row Causeway and the cost of the road to maintain. Members noted that the work was advertised to begin 8 days ago and recognised that due to the costs it required Committee approval. However, it was requested that communications regarding proposed works were accurate and did not confuse residents.
- Noted that there were numerous factors that needed to be considered when deciding upon the work to be undertaken to achieve best value environmentally and financially.

It was resolved unanimously to:

- a) approve the procurement of 7 schemes for commissioning and delivery as set out in table 1; and
- b) To delegate the contract award decision to Executive Director in consultation with Chair and Vice Chair of the Highways and Transport Committee

## 69. Winter Service Fleet Procurement

The Committee considered a report that sought the approval for the procurement of the winter service fleet. Attention was drawn by the presenting officer to paragraph 1.12 of the report that contained an error and should have stated 45% not 40%. The Committee noted that the procurement exercise had resulted in 2 tender returns.

In discussing the report Members:

- Drew attention to only 2 tenders having been received and questioned as to whether that was typical and replicated in other local authorities. Officers explained that there were not many suppliers of such vehicles, and it was not surprising that so few tenders had been received.
- Noted that the decision to lease vehicles would not have affected the number of companies bidding for the contract.
- Questioned whether an assessment of leasing vehicles versus purchasing had been undertaken. Officers undertook to provide details regarding the evaluation and the results. **ACTION**
- Confirmed that the contract included the servicing and repair of the vehicles and the system that tracked and controlled the spreading of salt.
- Commented that companies would find it difficult to source 37 gritters when only given 6 months' notice and it was essential that procurement exercises had sufficient lead times to maximise the number of tenders and achieve best value. It was also suggested that smaller contracts combined with the Winter Service Contract may also be a benefit. The presenting officer informed the Committee that the procurement process began 18 months ago and that the points raised would be considered when moving into the next procurement process.
- Sought Member involvement in the process at an earlier stage of the process and commented that winter maintenance had posed problems financially with increased costs and despite work undertaken by former County Councillor Ian Manning, there did not appear to be a thorough understanding of the costs and reasons.
- Suggested that a report be scheduled on the forward agenda plan at the appropriate point

It was resolved to:

To award the contract for the new Winter Service Vehicle Fleet following the completion of the procurement process.

## 70. 20mph Schemes

Members received a report that sought agreement for a process regarding the implementation of 20mph schemes. Specifically, the report requested approval for the establishment of a separate 20mph fund, process, the prioritisation parameters, and the establishment of a cross-party Working Group to review the proposed scoring criteria and consider the minimum level of funding required from third parties when making an application.

During discussion Members:

- that a new budget would be identified once the Working Group had met and decided the level of funding required and when it would be drawn upon. It was also noted that it would not impinge on the Local Highway Improvement (LHI) funding.
- Drew attention to Appendix 1 of the report and noted that evidence of public support did not include Parish Councils and therefore requested they be included.
- Commented that there did not appear to be a reference to 20mph limits outside schools which was one of the most useful implementations.
- Commented that there were often unforeseen impacts due to traffic calming measures such as vibrations in houses that affected residents. It was therefore essential that the local community was supportive of traffic calming measures through effective consultation.
- Welcomed the establishment of a cross-party Member working group.
- Emphasised that LHI funding should not be used to avoid funding road safety schemes.
- Expressed concern regarding the criteria for a mean speed of 24mph that would result in most rural villages being excluded and highlighted the unique challenges facing speed reduction in rural communities.
- Commented that it was important not to look at roads in isolation but part of wider zones.
- Requested that the Member working group be bold and determined and it focusses on how schemes could be delivered rather than could they be delivered.

In summing up the debate the Chairman noted the discussion around the prioritisation parameters and proposed with the unanimous agreement of the Committee that – *subject to the further work of the Working Group* be added to recommendation b)

It was unanimously resolved to:

- a) Approve the establishment of a separate 20mph fund and associated process;
- b) Agree the prioritisation parameters attached at Appendix 1 (**subject to the further work of the Working Group**); and
- c) Agree the establishment of a cross-party Member working group on 20mph schemes

## 71. Finance Monitoring Report

The Committee received the November iteration of the Finance Monitoring Report. The presenting officer drew the Committee's attention to the main material changes since the last report that included an increased forecast underspend in Streetlighting, Highways Development Management anticipating significant additional income and a reduction in in the forecast income for Parking Enforcement.

Commenting on the report, Members:

- Sought clarification relating to parking enforcement. Officers explained that in the business plan, £1.5m was allocated as it was anticipated that it would likely under-recover. The funding could not be allocated to the budget line in order that it could be allocated from the COVID grant.
- Noted that actuals to date were carefully analysed and compared to the profiled budget. They were often impacted by seasonal changes, the speed of invoicing and accruals.
- Sought clarity regarding the Highways Maintenance spending that appeared to be far behind the budget. Officers undertook to review **ACTION**
- Requested an update regarding A1303 and the land acquisition issues that had delayed progress to update residents. **ACTION**
- Drew attention to the Local Highway Improvements (LHI) that appeared to be delayed. Officers explained that owing to the process, schemes did take time. However, it was accepted that delivery cycles required improvement and to be clearer on likely timescales for delivery.
- Expressed concern at the vacancy rate across the directorate and questioned the impact that was having on delivery. Officers confirmed that it was impacting on the delivery of the service and was being addressed through recruitment following the restructure of the service.
- Requested that a report be presented to a future meeting of the Committee in order that Members have oversight of the process and why delays were occurring. The request was to be discussed further at a future meeting of Spokes **ACTION**

It was resolved to:

Note and comment on the report

## 72. A428 Development Consent Order Position Review

The Committee received a report that informed Members of the current positions of the Council and National Highways regarding the major scheme to upgrade the A428 to a dual carriageway and future commitments from National Highways. Members noted

that representatives from National Highways were invited to attend the meeting, however they were unable to do so.

In discussing the report Members:

- Noted that there were measures that could be undertaken relating to diversion management to prevent 'rat-running' and officers undertook to provide further details. **ACTION**
- Drew attention to section 2.23 of the report that addressed environmental issues and commented that although decarbonisation was mentioned, noise or air pollution was not. The presenting officer confirmed there were plans that could be shared.
- Questioned the modelling statement and expressed concern regarding the robustness of the monitoring system. The presenting officer undertook to provide a briefing note. **ACTION**
- In drawing attention to LTN/120 and National Highways resistance to incorporating in the project, questioned whether Designated Funds could be applied for. Officers explained that there was a risk that Designated Funds were seen as a panacea. The fund was a competitive bid system that was over-subscribed. A total of £500m had been secured for NMU feasibility studies and it was essential for a framework to be in place to manage legacy commitments.
- Sought assurance that temporary weight restrictions would be considered for use to manage vehicle movements and routes.

It was resolved to:

- a) Note the update on the A428 DCO, and National Highways commitments for future investment; and
- b) Note in principle support subject to conditions, and delegate to the Executive Director for Place & Economy confirmation of the position prior to the final deadline, if outstanding matters are satisfactorily resolved, in consultation with the Chair and Vice-Chair of Highways & Transport Committee, and in discussion with the key Members impacted in and around the A428

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

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

In discussing the Agenda Plan Members suggested the following items that would be considered for future agenda items.

- A report on LHI schemes that identified causes for delays and measures to address them.
- A report on how to facilitate the cutting back of overgrown hedges and trees on footpaths and verges.
- A report on the impact of HGVs during major road closures and the mitigations available to address the impacts.
- A further report on 20mph zones, specifically in relation to newly adopted roads.

Chair  
March 2022