

Cambridgeshire County Council

Highways Commuted Sums Policy 1st April 2023

1. Background

The County Council has the legal power to collect commuted sums for 3rd party highways infrastructure. These powers are primarily provided by Sections 38 and 278 of the Highways Act 1980.

This policy sets out the framework for how the Council will set and collect these commuted sums.

2. Excluded Bodies

The Council is a voting member of the Cambridgeshire and Peterborough Combined Authority (CPCA) Board. The Council has also delegated functions to the Greater Cambridge Partnership (GCP), which is constitutionally a Joint Committee of Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council. The County Council also has a member on the GCP Board. It is not proposed to collect commuted sums from the CPCA or GCP at this juncture. Collecting such sums from these bodies would shift the financial burden from one publicly funded body to another. This policy focuses on the collection of commuted sums from developers.

3. Standard Infrastructure

Commuted sums will not be charged for the provision of standard highway infrastructure. Standard highway infrastructure is that which accords with the County Council's Housing Estate Roads Construction Specification (HERCS).

Examples of standard infrastructure include: concrete kerbing, black road surfacings and drainage gullies, where such infrastructure accords with the HERCS. Conversely, non-standard infrastructure might be: York Stone kerbing, coloured surfacings and combined kerb/drainage units.

Exceptions shall apply in respect of street trees and soakaways whereby a specification is provided within the HERCS for technical assessment purposes only. Commuted sums for these items shall be levied in accordance with Table 1 below.

New infrastructure will be expected to meet the design criteria and technical advice contained within the Highway Development Management document, 'General Principles for Development'.

Infrastructure which does not accord with the HERCS and General Principles for Development will be subject to the express approval of the Council and may be subject to commuted sums.

Development that results in an increased maintenance burden, or areas over and above those considered necessary for the effective operation of the highway, might similarly be subject to commuted sums, where such infrastructure is approved by the Council.

4. Discretion Regarding Commuted Sums

The Council retains the discretion to not charge commuted sums or charge a reduced amount in some circumstances whereby otherwise they might have been payable. This will be particularly relevant to the provision of infrastructure that helps support the council's wider aims and policies.

Decisions regarding the exercising of such discretion shall be made by the relevant Assistant Director within Place and Sustainability.

5. Absolute Sums

Table 1 Sets out the sums to be charged for specific items:

Item	Unit	Rate
Hydro-brake	Item	£13,000
Petrol Interceptor	Item	£14,000
Conventional Soakaway	Item	£11,400
Tree	Item	£616
Real Time Bus Information (Shelter Mounted)	Item	£16,600
Real Time Bus Information (Post Mounted)	Item	£8,500

6. Combined Kerb Drainage

Committed sums will be sought for the replacement and maintenance of non-standard drainage interventions such as Beany Kerbs. The Sum shall be based upon the Councils estimate of the costs comprising:

- Maintenance cost per unit
- Mobilisation costs
- Length of feature
- Frequency of maintenance (interventions per annum)
- Cyclic periods (25 years)
- Traffic management
- Unit replacement (assumed 1 per 5 unit)

7. Electrical Items

Committed sums for the following items shall be calculated on the basis of 20 years' maintenance and energy costs, plus one replacement cost of the electronic installation:

- Signal controlled junction
- Signal controlled crossing
- Electronic signs

Replacement cost shall be equal to construction cost. Maintenance and energy costs will equal current year values.

8. Street Lighting

For lighting infrastructure that accords with the County Council's Street Lighting Specification, in accordance with the street lighting design brief, no commuted sums will be charged.

Non-standard lighting infrastructure would only be approved on an individual/ exceptional basis, by prior agreement with the Street Lighting service.

Commuted sums will be collected for non-standard lighting infrastructure. The sum will be equal to the one-off replacement cost. In addition to replacement cost, a sum will be collected for 30 years' maintenance and energy costs. Maintenance and energy costs will equal current year values.

It is anticipated that non-standard lighting infrastructure will be very much the exception and that most developers will accord with the Council's standards, or alternative responsible owners will need to be sought, other than the Council.

9. Structures (Bridges/ Culverts etc)

Commuted sums will be collected for all structures (as defined in the Code of Practice: "Well Managed Highway Infrastructure", 2016), in accordance with paragraph 10 below.

10. Calculation of Commuted Sums

For all other non-standard infrastructure, commuted sums shall be calculated as below:

- The commuted sum shall be equal to the number of replacement costs required over a 25-year period;
- The minimum commuted sum shall be one replacement cost;
- Replacement cost shall be equal to the total cost of construction of the non-standard infrastructure. This shall include labour, plant, materials, traffic management, welfare and any other relevant costs.

Developers shall submit all evidence requested by the Highways Development Management Team to substantiate construction costs.

11. Collection of Commuted Sums

Commuted sums will be collected via the Council's Highways Development Management Team and will typically be attached as requirements within agreements under Sections 38 and 278 of the Highways Act 1980, and payable upon completion of the Agreement.