

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 12 July 2022

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

**Multi-Function Room
New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE**

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

- 1 Notification of Chair and Vice Chair**
- 2 Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
- 3 Petitions and Public Questions**
- 4 Minutes Highways and Transport Committee - 26 April 2022 and**
Action Log
KEY DECISIONS
- 5 - 24**

5	New Strategic Transport Model	25 - 30
6	A10 Ely to A14 Improvements and A141 and St Ives Improvements	31 - 40
7	Resident Parking Scheme	41 - 62
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The Highways and Transport Committee comprises the following members:

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

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

Highways and Transport Committee: Minutes

Date: 26 April 2022

Time: 10:04am to 12.46pm

Present: Councillors Alex Beckett, Piers Coutts, Doug Dew, Lorna Dupre, Jan French Ryan Fuller, Derek Giles, Simon King, Gerri Bird, Brian Milnes, Neil Shailer, Alan Sharp, Graham Wilson and Mandy Smith

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

75. Apologies for Absence and Declarations of Interest

Apologies were received from Councillor Mac McGuire, substituted by Anne Hay and Peter McDonald substituted by Graham Wilson.

During the discussion on the Local Highway Improvement 2022-23 Programme and Review Process Cllr Wilson declared a non-disclosable interest as the local Member for Godmanchester and Huntingdon South where Local Highway Improvement Schemes were underway.

76. Minutes – 8 March 2022 and Action Log

The minutes of the meeting held on 8 March 2022 were agreed as a correct record subject to the following changes:

Minute 72- Highways Operation Standards. It was discussed that potholes were disproportionately affecting cyclists and was suggested that a separate operational standard applicable to cycle lanes would be explored and possibly implemented.

Minute 68- Highways Maintenance Capital programme- It was agreed that the Active Travel report would be presented as a separate item.

With reference to the Active Travel, it was agreed that future projects would be developed by using the revised hierarchy of road users.

The Action Log was noted with the following amendments and updates:

Report detailing the funding arrangements for civil parking enforcement for each district. The Assistant Director- Transport Strategy and Network Management advised that a briefing note was recently circulated detailing these arrangements and these would be re-circulated. **Action**

A Member sought clarification whether the design of the King's Parade barrier was a sole decision for Cambridge City Council and if so whether a consultation of the design would be carried out for interested parties to contribute. Officers confirmed that the County Council was only involved with the Traffic Regulation Order, however the barrier design would be the responsibility of the City Council with input from the police. The Assistant Director- Transport Strategy and Network Management advised that contact would be made with the City Council and findings would be circulated. **Action**

A Member suggested that the minutes of the Highways Improvement Board were made to be available to the public to aid transparency. The Director Place and Economy confirmed that the suggestion would be explored. **Action**

Further clarification was sought regarding the Confidential Busway Member's Briefing as to whether the whole committee was invited to attend these. The Service Director Highways & Transport confirmed that invitations were sent out to all committee members and future invites would be checked to include all members. **Action**

Action 71 – Members requested a briefing note detailing what improvements could be implemented on the A1303. The Executive Director would provide a follow up. **Action**

Action 70- Members draw attention that the current breakdown of allocation would be provided by Mid-April, and it was yet to be received. Additionally, it was suggested that the review of percentages would be carried out. **Action**

77. Petitions and Public Questions

No petitions or public questions were received.

78. Local Highway Improvement 2022-23 Programme and Review Process

The Committee received a report detailing the current process and the proposals to improve the process of the Local Highways Improvement (LHI) initiative. This included the establishment of a cross party Member Working Group (MWG) which would look at how LHI's were currently delivered and would recommend a new way of working that delivers the objectives of the programme more efficiently. The group would work with public health to incorporate health impacts of schemes into the scoring matrix.

During the discussion, Members:

- Noted that 73 LHI schemes, including those delayed from previous years were scheduled to be carried over into the new financial year and sought clarification on what year these delayed schemes were accumulated from.

- Sought information on when the legacy schemes would be delivered
The Assistant Director- Project Delivery advised that these schemes would be delivered as soon as possible.
- Sought clarification on how many of the schemes were delayed from previous years, whether the older schemes would be prioritised for delivery and whether a review of the delivery programme should be carried out. The Assistant Director - Project Delivery confirmed that new schemes would be prioritised and explained that all older schemes still awaiting delivery were stalled due to a variety of reasons, and not necessarily resources.
- Highlighted that a proportion of the schemes were not delivered due to overengineering and suggested to review the process as well as requested a report detailing the legacy LHI schemes to investigate the barriers of delivery.
The Assistant Director- Project Delivery explained that it was planned that the MWG would review these legacy schemes and use its findings to improve future delivery.
- Requested a breakdown of the reasons for the delays. The Service Director Highways & Transport advised that the biggest challenge was staffing as there was a 60% vacancy rate within the LHI team and road safety team.
- Sought clarification on what measures were taken to reduce the vacancy issues.
The Service Director Highways & Transport advised that due to the sector wide shortage of skilled professionals, the short-term solution was to hire interim staff, however the graduate trainee programme had been launched as a long-term solution. Members suggested that a report would be brought back to the Committee detailing the recruitment efforts. Members further suggested that a report would be presented to them detailing the issues faced by individual schemes from the MWG.
- Sought clarification on the arrangements around the 20mph schemes and whether they were separate from the LHI schemes.
The Assistant Director- Project Delivery advised that the pilots of 20mph schemes were identified within the LHI scheme and were carried out. He confirmed that 20mph schemes would become a separate scheme and would be delivered first, independently from the LHI schemes from a separate funding. Furthermore, the Assistant director advised that delivery of the LHI schemes would be commencing following the setup of the overarching process by the MWG. The Committee noted that an update on 20mph schemes would be presented to the July meeting of the Committee.
- Sought clarification on what caused the delivery delay of the LHI Scheme in Godmanchester. The Assistant Director- Project Delivery advised that some schemes were more difficult to deliver for a variety of reasons that could cause delay.
- Suggested that a website should be set up providing information on the progress of LHI Scheme applications which would enable parish councils to track their applications.

- Suggested support be provided to Parish Councils to enable them to develop a more strategic view to fully utilise the LHI process.
- Suggested that the LHI schemes should incorporate the guidance set out within the revised highway code, including the new road user hierarchy and would prioritise the safety of the road users, including horse riders.
- Suggested an alteration to the timeline of the LHI scheme applications, which would open scheme applications during late autumn to accommodate the setting of precepts within parishes, with evaluation process taking place through winter and schemes approved by March to aid delivery through the summer. A further suggestion was made to implement this this timescale immediately.
The Assistant Director- Project Delivery advised that it would be difficult to alter the already set timescales. The timescales for applications would be reviewed by the MWB.

It was resolved to:

- a) approves the prioritised list of Local Highway Improvements schemes for 2022/23 for each District Council area, provided in Appendix B numbers 1-5 inclusive; and
- b) approves the formation of a cross party Member Working Group to review the current processes and bring any proposed changes to this committee for approval in Autumn 2022.

79. March Future High Street Fund and St Neots Future High Street Fund Projects

The Committee received a report that sought approval for the March Future High Street Fund Project (MFHP) and St Neots Future High Street Fund Project (SNFHP) to progress to design and construction aligned with the funding constraints. The presenting officer advised that the reason for these two schemes to be presented together was due to their similarity. The presenting officer highlighted that Fenland District Council (FDC) and Huntingdonshire District Council (HDC) were the sponsors and budget holders for these projects and the County Council would act as a delivery agent on the three highways related elements. The Interim Project Manager advised that the aim of these projects was to improve the town centres of both towns and to boost footfall for businesses as well as enable to community to come together to enjoy public events. The funding for some of the elements of the SNFHP and the MFHP funding was only available until March 2024.

During the discussion, Members:

- Sought clarification on the impacts of not completing a high proportion of work by the set deadlines.
The Interim Project Manager advised that if a high proportion of the work would not be achieved it would be a possibility of losing some of the funding secured.

However, he highlighted a possibility of a mechanism that timescales could be extended.

- Sought clarification on what would qualify as a high proportion of work and what constraints were present to achieve that and how would these be addressed.
The Assistant Director- Project Delivery advised that £4m should be spent by March 2024 which included the Combined Authority Funding and the Future High Street Funding, and the National Highways Contribution could potentially be spent by 2025.
The delivery would rely on a mixture of permanent and interim staff and the cost forecast was based on this setup, however if permanent staff were to be secured during this period, it could result in cost savings.
- One Member advised the Committee that the residents of March and March Town Council were not consulted on the plans set out for March Future High Street.
The Assistant Director- Project Delivery informed the Committee, that Fenland Officers advised that there would be further engagement and that the primary aim of this report was to seek approval of the overarching project.
- Noted that the absence of the consultation would pose and added risk to the programme delivery as it could bring unexpected design changes.
- Suggested that the cost estimations within a report would be presented in the same way to enable Members to compare these easily.
The Assistant Director- Project Delivery advised that the projects were on different maturity level therefore costings details would be different and more detailed for a more mature project, and this resulted in the divergence in presentation.
- Expressed concern that the plans would not allow for enough disabled parking. The Interim Project Manager advised that the number of disabled parking spaces were likely to be increased and the exact numbers would be available at a later design stage.
- Sought clarification on the reasons for not including Brook Street as part of the plans as well as on the reasons for not involving the local Parish Councillor in the consultation.
The Assistant Director- Project Delivery advised that including Brook Street in the design could be explored as well as he would investigate why the Councillor was not consulted.
- Sought clarification on how much funding was already spent from the allocation.
The Interim Project Manager advised that between £250k- £300k had been spent in total which included the investigations and design costs.
- Commented, that gaining the views of local people and businesses should be made a priority before project delivery.
- A Member called for the County Council to contribute funds towards the programme delivery just like the Government, the Combined Authority, Huntingdonshire District Council and National Highways did.

- Sought clarification on how the available funds set out in recommendation “f” would be spent.

The Assistant Director- Project Delivery advised that the control over these funds were with HDC and the funds would be used to deliver the SNFHP as set out in the report.

It was resolved to:

- a) note progress to date regarding the March Future High Street Fund project;
- b) agree that the Council accept £5,095,757 of funding from Fenland District Council to deliver the March Future High Street Fund project;
- c) delegate a Decision to enter into a Delivery and Funding Agreement with Fenland District Council to the Director of Highways and Transport;
- d) delegates a Decision to Award and enter into a construction contract for the construction works from an existing framework or open procurement process to the Director of Highways and Transport to enable the construction of the March Future High Street Fund Project to commence from early 2023 and the Market Square element from Summer 2022;
- e) note progress to date regarding the St Neots Future High Street Fund project;
- f) agree that the Council accept £7,870,685 of funding from Huntingdonshire District Council to deliver the St Neots Future High Street Fund project
- g) delegate a Decision to enter into a Delivery and Funding Agreement with Huntingdonshire District Council to the Director of Highways and Transport; and
- h) delegates a Decision to Award and enter into a construction contract for the construction works from an existing framework or open procurement process to the Director of Highways and Transport to enable the construction of the St Neots Future High Street Fund Project to commence from early 2023.

80. March Area Transport Study Broad Street Element

The Committee received a report that provided a progress update for the March Area Transport Study Broad Street element and sought the approval to progress to design and construction aligned with the March Future High Street project timeline constraints. The officer highlighted that there were five elements of the March Project Package, including the Future High Street Project and the Broad Street element and advised that these two areas were interlinked, and one could not be delivered without the other. The simultaneous delivery of both projects would also bring opportunities and advantages for the project, such as cost savings.

Members welcomed the project but highlighted that they have expressed concerns regarding the time constraint and cost efficiency of the project.

It was resolved to:

- a) notes progress to date;
- b) the Council agrees to accept £3,780,387 of funding from the Cambridgeshire and Peterborough Combined Authority to allow construction of the Broad Street element which is integral with delivery of the March Future High Street public realm project;
- c) delegates a Decision to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority to the Director of Highways and Transport; and
- d) delegates a Decision to Award and enter into a construction contract for the construction works from an existing framework or open procurement process to the Director of Highways and Transport to enable the construction of the Broad Street element to commence from early 2023.

81. St Ives Local Improvements

The Committee received a report that provided an update on the progress of the St Ives Local Improvement Scheme and sought approval to deliver the packages of improvement measures which were identified in the St Ives Transport Study. The officer highlighted that it was proposed that a Member Working Group involving district councils were established to run in parallel to scheme development, consultation, and scheme implementation.

During the discussion, Members:

- Sought clarification whether a new working group would be formed or the member steering group would be re-established.
The Interim Project Manager advised that this decision would be made by the Committee.
- Highlighted the importance of consultation with residents.

It was resolved to:

- a) notes the update report and progress made in the delivery of proposals from the St Ives Transport study which was last reported to Committee 15th September 2020;
- b) approves the list of measures identified in the St Ives Transport Study set out in paragraphs 2.2 to 2.9 subject to the Combined Authority grant funding being secured for design, consultation and delivery;
- c) the Council agrees to accept in total £2.3M of funding (£1M in 2022/23 and £1.3M in 2023/24) from the Cambridgeshire and Peterborough Combined

Authority to allow design, programming and delivery of the St Ives Local Improvement schemes;

- d) delegate the decision to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority to the Director of Highways and Transport;
- e) grants approval to procure construction works from framework or full procurement process delegating the decision to Award and enter into Contract for construction to the Director of Highways and Transport and
- f) establish a Member Working Group involving District Councils to run in parallel to scheme development, consultation and scheme implementation.

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

The Deputy Democratic Services Manager advised that the Ross Street TRO Item was removed from the Agenda Plan.

During discussion Members:

- Suggested that the following items to be added to the Agenda Plan:
 - o Report from the LHI Working Group
 - o Process and position on the recovery of costs in the cases where the County Council cuts back vegetation
 - o Enhanced Pothole Repair Service
 - o Wisbech Access Study
 - o Non-motorised user design guide
 - o King's Parade
 - o Guided Busway
 - o Percentage allocation of funding across the county spend versus need for highways maintenance
 - o Minutes of the highway improvement Board
- Suggested that the Action Plan and Agenda Plan would be combined and form a complete document.
- Commented that the agenda for the July meeting was quite lengthy and requested to have a longer time allocated for the meeting.
- Suggested the use of the September reserve date and it to be brought forward to allow sufficient time for decision-making.

The Committee noted it's Agenda Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels.

Chair
April 2022

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 4th July 2022 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 Committee. 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
??	<p>Process and position on recovery of costs where the council cuts back vegetation, trees and hedges that are causing a nuisance, hazard or obstruction to highway users. Cllr Simon King Nov 2021 Committee.</p> <p><i>“As you probably know, if a hedge is overhanging the verge or the highway, over a period of three months the local highway officer will write three letters and if there is no response, we will cut the hedge and send the owner the bill.</i></p> <p><i>I would like the committee to request a report setting out how many of these bills are ever paid, whether we can put a charge on the property and how the process could be streamlined.”</i></p>	Jon Munslow	Provide a report to committee members outlining the process and position for the recovery of costs incurred when cutting back private vegetation overhanging the highway.	Report being drafted to be shared June 2022	In Progress

45.	Minutes and Action Log – Skanska Enhanced Pothole Repair Service	Jon Munslow	<p>Discuss with Milestone the feasibility of offering an enhanced pothole repair service.</p> <p>This was raised again at the Highways and Transport Committee on 15th September</p>	<p>Officers are reviewing the Dragon Patcher system as part of a wider review of how we deal with potholes. Intention is to provide a briefing to Highways Improvement Board on our potholes repair approach in the summer.</p>	In Progress
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Minutes of Highways and Transport Committee 19th January 2021

63.	Minutes Action Log	Dawn Cave/ Alex Deans	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.	<p>After the request from Cllr King at the November 2021 committee, it was agreed that a briefing would be circulated to local Members, which was undertaken on the 24 November 2021. A further briefing was provided to the CVC and Fenland Councillors on 12th April.</p> <p>CVC and SPOKES will agree the timing of a report to come to Committee to consider funding and delivery of the Wisbech Access Strategy</p>	Complete
66.	Cambridgeshire County Council Commuted Sum Proposals	Jon Munslow	Final consultation document to be circulated to committee Members, who could then comment accordingly. Action required.	Following discussion with the Chair the proposals are being developed into a draft "Commuted Sum Policy" by an officer working group, to be shared with Members of the committee in July prior to undertaking a formal consultation process	Ongoing

Minutes of Highways and Transport Committee 22 June 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	
5.	Minutes Action Log	Alex Deans	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	<p>A Public Rights Of Way & Non Motorised User Routes Design Guide committee report was presented to committee on 7 December 2021</p> <p>It was agreed that a Draft Design Guide would be developed and a consultation would take place with stakeholders, scheme promoters, developers and user groups. It is intended that this consultation will take place in the Autumn 2022</p>	Ongoing

6.	King's Parade	Sonia Hansen	<ul style="list-style-type: none"> • A strategic visitor/anti-terror plan including St John's / Market Square needs to be provided to the Committee • A refreshed consultation on the barrier over and above the 21 days ideally 60 days • A revised design for the barrier in keeping with the King's Parade environment • Improved cycling safety and accessibility, and disabled access • An amended permanent order to take these changes into account by the end of 2021 • An SLA entered into and signed by the Chief Inspector • Officers would work with CamCycle and Cambridge City Council in partnership • The police risk assessment would be provided to the Committee • The County safety audit would be provided to the Committee 	<p>A confidential briefing was provided to Members by the Police and a report is on the agenda to be presented to the November meeting of the Committee.</p> <p>25.11.21 The Police Counter Terrorism Security Advisor is carrying out a wider review of the area.</p> <p>9/2/22 Cambridge survey has been carried out by Police Counter terrorism security advisor. Confidential briefing to be arranged with Chair and Vice Chair.</p> <p>8/3/22 Confidential briefing on the above carried out with Chair and Vice Chair. Resulting confidential actions under discussion with GCP for delivery.</p>	<p>Complete – Police work concluded and County/GCP to follow up.</p> <p>Barrier design is a matter with the City Council for consideration.</p>
8.	A428 Black Cat to Caxton Gibbet Development Consent Order Update	David Allatt	Requested that officers discussed with the relevant Bedfordshire Councils the possibility of a dedicated HGV route that would serve the proposed developments at	This was discussed at regional traffic managers meeting on Friday 3 September and views were fed into the examination as required	Ongoing

			Wyboston	<p>9/2/22</p> <p>An update has been requested from Beds Borough council regarding any feedback they have had relating to their representation. The update will be shared when available.</p> <p>We continue to chase Beds Borough Council regarding any feedback they have had relating to their representation but have received no feedback to date.</p> <p>The A428 examination has concluded. We expect to hear from the Secretary of State in the Autumn.</p>	
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Minutes of Highways and Transport Committee 25th January 2022

71	Finance Monitoring Report	David Allatt	To update Cllr Sharp on the A1303 works	Scheme currently in detailed design Road Safety Audit on design being undertaken.	Complete
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73	A428 Development Consent Order Position Review	Gareth Blackett	Requested an update for the local access forum taking place in February.	Local Access Forum has been brought forward to 8//2/22. Officers were provided a verbal update and further material was circulated.	Ongoing
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Minutes of Highways and Transport Committee 8th March 2022

68.	Highways Maintenance Capital Programme	Jon Munslow	Review the percentage allocation of funding across the county of spend versus need.	Briefing note circulated to Committee	Complete
70	Highways Operational Standards 2022/23	Jon Munslow	Questioned how passively safe lighting columns interacted with the PFI contract for street-lighting. (Referred to street-lighting contract in the meeting)	Information on passive lighting has been provided to Committee members	Complete

70	Highways Operational Standards 2022/23	David Allatt	Further information to be sought from Development Management regarding the adoption of SUDS in new developments.	A briefing note has been provided to H&T members with further discussions to follow on the process.	Complete
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Minutes of Highways and Transport Committee 26 April 2022

76.	Minutes and Action Log	Sue Procter	Recirculate briefing note regarding funding arrangements for civil parking enforcement in each district.	Included within Committee item for 12 th July Committee	Complete
76.	Minutes and Action Log	Sue Procter	Design of the Kings' Parade barrier information to be sought from Cambridge City Council	Update provided to Cllr King by Cambridge City Council	Complete
76.	Minutes and Action Log	David Allatt	Circulate briefing on potential improvements to A1303	Briefing note circulated by Democratic Services	Complete

76.	Minutes and Action Log	Sue Procter	Officers and CVC to consider making minutes of the Highway Improvement Board public	<p>Minutes of working groups are not routinely published as they are informal meetings. The Highways Improvement Board is an informal meeting and therefore the note of the meeting is not published.</p> <p>Notes of the meeting will continue to be shared with the members of the committee</p>	Complete
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82.	Agenda Plan	Suggested Items	<ul style="list-style-type: none"> ○ Report from the LHI Working Group (October) ○ Process and position on the recovery of costs in the cases where the County Council cuts back vegetation ○ Enhanced Pothole Repair Service ○ Wisbech Access Study ○ Non-motorised user design guide ○ King's Parade ○ Guided Busway ○ Percentage allocation of funding across the county spend versus need for highways maintenance ○ Minutes of the highway improvement Board 	All suggested / requested items for the forward plan to be channeled and considered through Spokes prior to entry on the forward plan at an appropriate date if a report is required.	
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New Strategic Transport Model

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): County Wide

Key decision: Yes

Forward Plan ref: 2022/061

Outcome: The purpose of the report is to update the Committee regarding the procurement of a new strategic transport model to replace the Cambridge Subregional model

Recommendation: That the committee:

a) notes the progress made in the procurement of a new strategic transport model;

b) delegates the decision to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority to the Service Director of Highways and Transport; and

e) grants approval to procure the delivery of a new strategic transport model, delegating the decision to Award and enter into Contract to the Service Director of Highways and Transport;

Officer contact:

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Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair
Email: Alex.Beckett@cambridgeshire.gov.uk
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Tel: 01223 706398

1. Background

- 1.1 The existing model suite in Cambridgeshire, which is currently used to test transport schemes, local plans as well as the impact of large development sites is based on transport data collected in 2015 with a check of the model performance (Present Year Validation) undertaken using 2019 travel data. Transport models need to be acceptable to the Department of Transport and must therefore meet the current guidance set out in the Transport Assessment Guidance (TAG). One of the key components of TAG is the age of the data used, TAG states that models should be based on data that is less than 5 years old. This requirement means that the existing models owned and managed by the County Council (CCC) will need to be revalidated using new data by the end of 2024.
- 1.2 The restrictions imposed during COVID19 and the move to different ways of working (e.g. increased home and remote working) has significant implications for the validity of historic transport data, and therefore there will need to be a large data collection exercise to collect the transport data required to revalidate the models.
- 1.3 CCC have been in discussion with the Cambridgeshire and Peterborough Combined Authority (CPCA) about the new models required as well as the data needed to feed into the models. During these discussions it became clear that the CPCA wanted to see a strategic model that covered the whole of the CPCA sub-region to enable testing of planned highway interventions.
- 1.4 The scope of the model is currently being drafted and will be shared with members when available.

2. Main Issues

- 2.1 The base data on which the existing models in Cambridgeshire are based was collected in 2015. A full refresh of the data underpinning the model was planned for 2020 but the pandemic meant that an alternative approach was needed. As a result, a Present Year Validation (PYV) was undertaken using existing data from 2019. This PYV extended the life of the County's model suite to the end of 2024.
- 2.2 The coverage of the existing Cambridge Sub-Regional Model (CSRM) is such that it is not possible to test some of the CPCA schemes, as a result the CPCA have requested that any future model covers the whole of the CPCA sub-region.
- 2.3 In addition to the count data and the area covered by CSRM, some of the software used is now obsolete which limits the number of runs that can be undertaken at any one time, this software also limits the uses to which the model can be put. Therefore, as part of the commissioning of a new model there will be a full review of the software on which the model is built to ensure that the new model has scope to test new methodologies and schemes such as live travel plotting and real time information.

Financial Implications

- 2.4 In order to secure the funding the Council will need to enter into a Grant Funding Agreement with the CPCA.

- 2.5 Project risks will be managed through project governance, where the Council are the Delivery Agent and the CPCA are the Project Sponsors (funders), who make the key decisions and hold the financial and programme risks.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

Transport modelling helps inform where the most sustainable location for development might be and also helps inform on the likely reduction in car journeys as a result of investment in non-car modes of transport.

3.2 Health and Care

Transport modelling can help provide input to the impacts of increased use of active modes that can help increase health of residents.

3.3 Places and Communities

Transport modelling can help improve the sense of place and build communities by assessing the impact of reduced reliance on the private car and increased use of active travel modes.

3.4 Children and Young People

Limited impact on this apart from the issues set out above.

3.5 Transport

Transport modelling enables the assessment of the best mix of transport modes in an area to help reduce car use and encourage use of alternative modes of travel. The new model that is the subject of this report will be built using the most up to date software available to ensure that the model will be of greater use in the wider assessment of transport impacts over the next 10-15 years.

4. Significant Implications

4.1 Resource Implications

- If approved, resources will be required from within the Transport Strategy and Funding team, subject to approval of funding by the Cambridgeshire and Peterborough Combined Authority. The project budget will cater for these costs fully.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- A Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority will be required to release funding for the development and delivery of the new Strategic model. Delivery will be through the Joint Professional Services

Framework or other approved appropriate procurement routes working closely with the Council's Procurement Team.

4.3 Statutory, Legal and Risk Implications

- Risks around funding will be addressed in a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority. Delivery risks for the model will be managed by experienced staff using robust processes adopted within the Transport Strategy Team.

4.4 Equality and Diversity Implications

- An equality impact assessment will be prepared for the model.

4.5 Engagement and Communications Implications

- Appropriate consultation on the model build will be carried to ensure all stakeholders are aware of the new model and what it can do.

4.6 Localism and Local Member Involvement

There are no implications in this area.

4.7 Public Health Implications

There are no implications in this area.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no implications in this area.

4.8.2 Implication 2: Low carbon transport.

Status: Neutral

Explanation: There are no implications in this area.

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

Status: Neutral

Explanation: There are no implications in this area.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no implications in this area.

4.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no implications in this area.

4.8.6 Implication 6: Air Pollution.

Status: Neutral

Explanation: There are no implications in this area.

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

Status: Neutral

There are no implications in this area.

The contacts for the sign off process are as follows:

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: Clare Ellis

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

Name of Officer: David Allatt

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 None

A10 Ely to A14 Improvements scheme and A141 and St Ives Improvements scheme

To: Highways and Transport

Meeting Date: 12th July 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s):

Ely South, Soham South and Haddenham, Waterbeach, Cottenham and Willingham, Huntingdon North and Hartford, Godmanchester and Huntingdon South, St Ives North and Wyton, The Hemingfords and Fenstanton, St Ives South and Needingworth.

Key decision: Yes

Forward Plan ref: 2022/086

Outcome: The purpose of the report is to update the Committee with progress of the A10 Ely to A14 Improvements scheme and the A141 and St Ives Improvements scheme. The Committee is asked to agree the next steps so that the Strategic Outline Business Case for each scheme can be revalidated and subsequently enable the schemes to progress into the Outline Business Case stage

Recommendation: That the Committee:

a) notes and comments on the update report and the progress made with the A10 Ely to A14 Improvements scheme and the A141 and St Ives Improvements scheme;

b) the Council agrees to accept in total £4M of funding (in total over 2022/23 and 2023/24) from the Cambridgeshire and Peterborough Combined Authority to deliver the revalidation of the Strategic Outline Business Case for the A10 Ely to A14 Improvements scheme and subsequently prepare to undertake the Outline Business Case;

c) delegate the decision to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority for the A10 Ely to A14 Improvements scheme to the Service Director of Highways and Transport in consultation with the s151 officer;

d) supports the establishment of a Member Working Group involving District Councils to run in parallel to scheme development and stakeholder engagement for A10 Ely to A14 Improvements scheme;

e) the Council agrees to accept in total £6M of funding (£1.841M in 2022/23, £3.311M in 2023/24 and £0.848M in 2024/25) from the Cambridgeshire and Peterborough Combined Authority to deliver the revalidation of the Strategic Outline Business Case for the A141 and St Ives Improvements scheme and subsequently prepare to undertake the Outline Business Case, subject to this level of funding being granted by the CPCA;

f) delegate the decision to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority for the A141 and St Ives Improvements scheme to the Service Director of Highways and Transport in consultation with the s151 officer;

g) supports the establishment of a Member Working Group involving District Councils to run in parallel to scheme development and stakeholder engagement for A141 and St Ives Improvements scheme;

Officer contact:

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Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair
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Tel: 01223 706398

1. Background

- 1.1 At the meeting of the Committee on 7 December 2021 the committee considered a report on A10 Ely to Cambridge Outline Business Case. The Committee confirmed that subject to the agreement of the scope of the work and of an appropriate funding agreement, Cambridgeshire County Council undertakes development work up to and including the production of an Outline Business Case for improvements to the A10 between Ely and Cambridge. It has recently been agreed with the Cambridgeshire and Peterborough Combined Authority (CPCA) that this scheme should be renamed A10 Ely to A14 Improvements.
- 1.2 At the meeting of the Committee on 15th September 2020 members considered a report regarding the A141 and St Ives Transport Study. The report provided a summary of the A141 Transport Study and a more detailed report on the St Ives Transport Study. Work has continued with the CPCA to develop the A141 Transport Study into an outline business case which will be brought to committee for consideration in the future. It has recently been agreed with the CPCA that this scheme should be renamed A141 and St Ives Improvements.
- 1.3 The purpose of this report is to update the Committee regarding progress with the two schemes and the Committee is asked to agree the next steps so that the Strategic Outline Business Case for each scheme can be revalidated and subsequently enable the schemes to be progressed into the Outline Business Case stage.

2. Main Issues

- 2.1 The A10 Ely to A14 scheme is designed to progress the completed Strategic Outline Business Case (SOBC) work commissioned by the Cambridgeshire and Peterborough Combined Authority (CPCA), to meet the requirements of grant funding from the Department for Transport (DfT). This proposes the preparation of an Outline Business Case (OBC) to DfT Green Book, CPCA, and Cambridgeshire County Council (CCC) assurance requirements, including a preferred route accompanied by robust costs and a preliminary design with full supporting information. A key early stage of the scheme is to revalidate the outcomes of the SOBC in the context of updated guidance, e.g., Local Transport Note 1/20, the requirement to assess the carbon implications of schemes and requirement for net increase in biodiversity to be at least 20%. Once the SOBC has been revalidated and any implications of this work established, the scheme can move into the OBC stage.
- 2.2 The A141 and St Ives Improvements scheme is designed to progress the completed Strategic Outline Business Case (SOBC) work commissioned by the Cambridgeshire and Peterborough Combined Authority (CPCA), to meet the potential future requirements of any grant funding from the Department for Transport (DfT). This proposes the preparation of an Outline Business Case (OBC) to DfT Green Book, CPCA, and Cambridgeshire County Council (CCC) assurance requirements, including a preferred route accompanied by robust costs and a preliminary design with full supporting information. A key early stage of the scheme is to revalidate the outcomes of the SOBC for the same reasons as set out in paragraph 2.1.

- 2.3 The programme for the A10 Ely to A14 Improvements scheme is currently being prepared with the selected supplier from the Joint Professional Services Framework (JPSF). The initial expectation is that the work will be completed across the two financial years 2022/23 and 2023/24. The resources required from the County Council teams to support delivery are being assessed and engaged so that they will be available to meet the demands of the scheme when required.
- 2.4 The programme for the A141 and St Ives Improvements scheme is currently being prepared with the selected supplier from the Joint Professional Services Framework (JPSF). The initial expectation is that the work will be completed across the three financial years 2022/23, 2023/24 and 2024/25. The resources required from the County Council teams to support delivery are being assessed and engaged so that they will be available to meet the demands of the scheme when required.

Financial Implications

- 2.5 For the A10 Ely to A14 Improvements scheme a paper was submitted to the Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee on 12th January 2022. The Board approved the drawdown of £4M funding on the 26th January 2022, to enable full commencement of the A10 Ely to A14 Improvements scheme. The initial programme indicates completion in 2023/24 so that this is in line with the Department of Transport expectations regarding consideration of future funding for detailed design and construction. It is clearly important that momentum is maintained on this challenging programme.
- 2.6 For the A141 and St Ives Improvements scheme it is anticipated that a paper will be submitted to the Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee on 13th July 2022. It is also anticipated that The Board will consider approval of the drawdown of £6M funding on the 27th July 2022, to enable full commencement of the A141 and St Ives Improvements scheme. The Council and the Combined Authority will look to minimise costs and maximise efficiencies wherever possible to reduce the burden on our budgets. This will be kept under constant review and reinvested within the programme especially when further information becomes available. An update will be provided in a timely manner. The estimated costs have been provided to the Cambridgeshire and Peterborough Combined Authority in the table below.

	£M 2022/23	£M 2023/24	£M 2024/25
Consultants	0.800	1.923	0.503
CPCA (Note 1)	0.073	0.098	0.024
CCC	0.292	0.390	0.097
Risk (Note 4)	0.288	0.400	0.062
Third party (Note2)	0.338	0.450	0.112
Consultation (Note3)	0.050	0.050	0.050
Total	1.841	3.311	0.848

Notes

1. The estimated value for CPCA costs has been assumed at 25% of the CCC estimate.

2. The total of estimated third party costs is £0.9M. This includes the £0.5M for Network Rail as advised by the CPCA. The additional £0.4M allows for the potential other requirements from other statutory bodies e.g. Environment Agency, water authorities, drainage boards, Middle Level Commissioners etc
 3. The values for consultation are the additional expenses that CCC may occur with consultation over and above any consultation work undertaken by consultants.
 4. Since the work scope for consultants is not confirmed at the time of providing this estimate the risk value is an allowance only at this stage but would cover additional surveys, land access charges, legal agreements etc.
- 2.7 In order to secure the funding the Council will need to enter into a separate Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority for each scheme. In advance of the Grant Funding Agreements being in place the Council has received and signed Letter of Intent agreements with the CPCA which released limited funding to start the Council's project management process for each scheme.
- 2.8 For both schemes project risks will be managed through project governance, where the Council are the Delivery Agent and the CPCA are the Project Sponsors (funders). The Project Boards for each project will make the key decisions and hold the financial and programme risks. The Project Boards will have officer representatives of both organisations. The officers must hold appropriate financial and decision-making authority to enable participation, input and make decisions on behalf of the body they represent. The approach to budget management and risk will be tiered with only key decisions being made by the project board. This will include control over strategic scope change, financial and programme change and the reporting of health and safety matters throughout the project life cycle.

Stakeholder Engagement

- 2.9 It is anticipated that both significant schemes in the development of important infrastructure within the County will attract significant interest from a variety of stakeholders, including statutory and non-statutory bodies, businesses, community groups and individuals. It is suggested that for each of these schemes a Member Working Group, including representatives from District Councils is established so that the Member Working Groups can consider plans as they develop for stakeholder engagement.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- Current travel conditions between Ely and Cambridge, particularly in peak periods, are unreliable and congested. The Ely to Cambridge study identified multi-modal

transport solutions to address this issue, and to support planned growth. The OBC work takes forward the highway strand of the recommendations from that study, and should address the needs of all users, including cyclists, pedestrians, disabled people, equestrians and public transport users

- Transport investment in St Ives and Huntingdon has been identified which could reduce traffic from inappropriate routes and deliver improved facilities for more sustainable travel modes.
- The assessment of carbon both embedded in the schemes and as potential carbon savings generated by the schemes will be carefully considered during the revalidation of the SOBC work for both schemes. The assessment is known as a Lifecycle Carbon Assessment. The selection criteria for the preferred schemes to be developed within the OBC stage for each scheme is anticipated to take into consideration the carbon implications.

3.2 Health and Care

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

- Air quality impacts will be quantified in detail in the Outline Business Case. The potential provision of more sustainable forms of transport should bring associated health benefits in enabling an increase in non-motorised forms of transport.

3.3 Places and Communities

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

- Achieving good access and connectivity for major development planned at a new town north of Waterbeach and at North East Cambridge is a priority for the Council and the Local Planning Authorities.
- Transport investment has been identified and funding allocated by the Combined Authority for further study work into strategic infrastructure in the area which will cater for future growth requirements and improve the transport network and the economy.

3.4 Children and Young People

There are no significant implications for this priority

3.5 Transport

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

- Current travel conditions between Ely and Cambridge, particularly in peak periods, are unreliable and congested. The Ely to Cambridge study identified multi-modal transport solutions to address this issue, and to support planned growth. The OBC work takes forward the highway strand of the recommendations from that study, and should address the needs of all users, including cyclists, pedestrians, disabled people, equestrians and public transport users
- Transport investment in St Ives and Huntingdon has been identified which could reduce traffic from inappropriate routes and deliver improved facilities for more sustainable travel modes.

4. Significant Implications

4.1 Resource Implications

Resources have been made available to deliver these schemes within defined budgets.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The report above sets out details of significant implications in 2.3 and 2.4. Currently the work scope is for design activities only that are being procured through the Councils Preferred Supplier Framework.

4.3 Statutory, Legal and Risk Implications

The report above sets out details of significant implications in 2.7. Grant Funding Agreements between the Council and CPCA are being prepared for each scheme. Both schemes will be managed using established governance and risk management to ensure compliance, programme and delivering the schemes within approved budgets.

4.4 Equality and Diversity Implications

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

- While this work will be undertaken on behalf on the CPCA, Equality Impact Assessments will be undertaken and kept under review throughout the programme at the appropriate stages.

4.5 Engagement and Communications Implications

The report above sets out details of significant implications in 2.9

4.6 Localism and Local Member Involvement

The report above sets out details of significant implications in 2.9

4.7 Public Health Implications

There can be significant implications to public health both positive and negative in the delivery of infrastructure schemes. This report is about process and funding rather than the detail of the schemes themselves. At this stage there are no significant public health implications. Due to the immaturity of the schemes at this stage it is not possible to consider the specific public health implications of them. The Outline Business Case stage of both schemes will include considerations of the public health implications.

- 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.
Neutral Status:
Explanation: The schemes will not impact on any buildings.
- 4.8.2 Implication 2: Low carbon transport.
Status: To be determined
Explanation: Low carbon transport options are being developed in the scheme. It is too early to determine the status of the impact.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive Status:
Explanation: One of the key issues is to ensure compliance with the CCC requirement for an increase in biodiversity net gain by 20% within the schemes. Both schemes include specific work in examining the existing environment and assessing any impacts from potential measures.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral Status:
Explanation: The potential improvements that develop from these schemes will produce waste during the construction phase, however any impact will be minimised by the choice of construction materials and maximising opportunities for recycling, including aggregates, concrete and re-use of bituminous material. Further where suitable as the end product, existing materials will be retained within the potential improvements.
- 4.8.5 Implication 5: Water use, availability and management:
Neutral Status:
Explanation: the schemes are not sufficiently mature to determine the status at this stage.
- 4.8.6 Implication 6: Air Pollution.
Status: To be determined
Explanation: Air quality impacts will be quantified in detail in the Outline Business Case.
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Neutral Status:
Explanation: The Outline Business Case will need to address any implications in this area.

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: Clare Ellis

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

Name of Officer: Alex Deans

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 guidance

5.1 Source documents

Committee report A10 Ely to Cambridge OBC reported to 7 December 2021 Committee meeting link here: [Document.ashx \(cmis.uk.com\)](#)

Committee report A141 and St Ives Transport Study reported to 15 September 2020 Committee meeting link here [Document.ashx \(cmis.uk.com\)](#)

5.2 Location

n/a

Resident Parking Scheme

To: Highway & Transport Committee

Meeting Date: 12th July 2022

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

Electoral division(s): All Cambridge divisions

Key decision: Yes

Forward Plan ref: 2022/060

Outcome: To agree the Cambridge Resident Parking Scheme Delivery Plan 2022 and agree in principle, to moving forward with the proposed changes to permit limits and costs.

Recommendation: The Committee is asked to:

- a) Note the content of the Greater Cambridge Partnership (GCP) Resident Parking Scheme update;
- b) Approve the Cambridge Resident Parking Scheme Delivery Plan 2022; and
- c) Agree in principle, to the proposed short-term changes and delegate the approval of the resident permit pricing mechanism and permit limits to the Executive Director of Place and Economy, in consultation with the Chair and Vice Chair of the Highways and Transport Committee

Officer contact:

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Member contacts:

Names: Cllr Alex Beckett
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1. Background

- 1.1 Parking plays a dynamic role in the delivery of the Council's Transport Strategy. It can be used to support the delivery of Council's objectives as well as wider Council policies to reducing congestion, encouraging more sustainable modes of transport and improving air quality. The management of parking, including the introduction of Resident Parking Schemes (RPSs), plays a part in enabling communities and individuals to live better lives by accessing more opportunities and live in a better environment.
- 1.2 From 2017 to 2020, with investment from the Greater Cambridge Partnership (GCP), 8 new Resident Parking Schemes (RPSs) were installed. In 2020 the introduction of further schemes across the city were paused as it was agreed that RPSs should not be delivered in isolation but as part of a wider programme of measures which supported sustainable travel choices, tackling increasing congestion and address the evolving parking demands across the Cambridge city. In 2021 the delivery of new RPSs was restarted and it was agreed that GCP should take forward delivering RPSs as part of the City Access project.
- 1.3 This paper looks at the GCP RPSs delivery programme, it proposes enhancements to the current Resident Parking Scheme Policy and reviews the current resident and visitor permit price structure.
- 1.4 Whilst permit fees cannot be used to generate revenue, they can be used to influence parking behaviour in-line with the Cambridge and Peterborough Combined Authority overarching Local Transport and Connectivity Plan.
- 1.5 This report is in 3 parts:
 1. An update on the GCP Resident Parking Scheme Programme and delivery plan.
 2. The proposed Cambridge City Resident Parking Scheme Delivery Plan 2022, which supports the future delivery of GCP funded RPSs.
 3. Review of the resident and visitor permit structure which looks to ease parking demand across the city through limiting permit availability and permit pricing.

2. Main Issues

Resident Parking Scheme Programme

- 2.1 The 'Parking Issue' engagement was undertaken by GCP earlier this year. It sought feedback on the location and nature of on-street parking issues affecting roads within Cambridge City. This feedback has helped the GCP to prioritise additional parking controls including resident parking in Cambridge. The GCP delivery plan identifies six initial priority schemes and outlines the work required to support further tranches of schemes, 26 schemes in total.
- 2.2 For the six initial priority schemes, engagement with councillors and residents should commence immediately, with scheme design plans being developed and consulted upon. The six initial priority schemes are (see [Appendix 1](#) for scheme boundaries):

- Romsey West
- Elizabeth
- Wilberforce
- Hurst Park
- Romsey East
- York

In delivering these schemes, the GCP will consider boundaries including whether some schemes could be combined into larger schemes. It is expected that the delivery of the wider residents parking scheme programme will continue to be developed and delivered over coming years, with a second tranche to be agreed by the GCP Executive Board next year.

- 2.3 This work sits alongside the development of the integrated Parking Strategy, a strategy which aims to ease congestion and prioritise greener and active travel, making it easier for people to travel by bus, rail, cycle or on foot. Officers and other partners such as the City Council, have been working with the GCP on the development this strategy.
- 2.4 The vision raises several key points which are pertinent to the delivery of future on-street parking controls, including residents' parking schemes. These include:
- Expanding parking controls (e.g. residents' parking) across the city, to ensure a consistent approach to parking management, align with wider transport schemes and support the uptake of sustainable modes of transport;
 - Ensuring that further parking controls continue to meet residents' needs whilst also better reflecting the needs of a wider range of users, including those walking, cycling and using public transport, and non-residents such as those accessing local services, as well as the aspirations of the GCP, County council and partners to promote sustainable modes of transport. In future, this could include taking an 'area parking plan' approach to balance different parking needs;
 - Rebalancing streets to reflect wider range of uses, create more liveable neighbourhoods and build sustainable transport capacity: for example, adding car club bays, EV charging points, cycle hangers, cargo bike parking / hire schemes, pocket parks and parklets.

The Cambridge City Resident Parking Scheme Delivery Plan 2022

- 2.5 The Cambridge City Resident Parking Scheme Delivery Plan 2022 ([appendix 2](#)) has been developed in partnership with the GCP and creates a framework for the expansion of current RPSs. It complements existing policies and supports both the Council's and the GCP overarching objectives to ease traffic flow by reducing the reliance on private car ownership and promotes walking, cycling, public transport or using other more sustainable modes of transport such as car clubs.
- 2.6 This Plan proposes streamlining the policy surrounding the introduction of new RPSs and when reviewing existing schemes. It removes the need for a Councillor led informal consultation and removes the need for 50% of those that respond to the formal consultation to support a scheme. Instead, it proposes that all comments raised at the formal consultation stage, are considered by a board of senior officers and elected members ensuring that the schemes that are progressed balance the needs of all users including residents. The statutory element of this process remains unchanged. The statutory consultation will consider

comments raised from residents and other groups that have a vested interest in any proposed changes to existing schemes.

- 2.7 Where informal consultation has already taken place, for example in the Elizabeth, Hurst Park, delivery of new residents' parking schemes will build on the results of this engagement while following the new policy from now on.

Resident Permit Structure Review

- 2.8 Due to the ongoing development across the city and a recent change in work and travel patterns as a result of Covid19, there is an acknowledgment that a different approach to the way that resident parking schemes operate may be necessary. This view was supported by this Committee on 9th March 2021 when it was agreed officers should investigate and formulate a package of measures which not only safeguards the integrity of schemes but also support the council approach to the climate emergency.
- 2.9 Officers have been working with the GCP on the development of the GCP Integrated Parking Strategy which will provide an opportunity to reflect on the long-term future role of RPS as part of a wider plan to better manage parking in the city. In the short to medium term, the below package of measures has been proposed to ease the increasing demand on parking within schemes.

The Way Forward

- 2.10 This uses permit limits and permit pricing as mechanisms to ease the current parking demand and seeks to create a more uniform approach. It aims to incentivise a shift to more sustainable modes of transport and encourage residents to consider their travel arrangements and car ownership needs. It takes a joined-up approach to traffic and parking management and supports both the County Council and the GCPs objectives to tackling congestion, air pollution and carbon emissions.

2.10.1 Short term measures

- Resident Permits remain limited to 3 per household, per annum across the majority of schemes. For those schemes currently limited to 2, the resident permits limit will be increased to 3 per household, per annum.
- Incremental resident permit pricing which would see the cost of a second permit being significantly more than that of the first and the cost of a third permit, significantly more than that of the second. A dispensation process will need to be considered and determined.
- Visitor Permits to be limited to 40 per household (each permit allows 5 visits), per annum across all schemes. The limit is currently 20 permits, per applicant per annum. This change will bring permit eligibility in-line with resident permit eligibility criteria and equality across households as all properties, regardless of the number of inhabitants, would be eligible for the same number of permits. 4,439 households hold 1-20 visitor permits, 104 21-40 permits and 3 households have 40+ visitor permit. These 3 households hold 148 permits in total.

- Two visitor permit price brackets, one price for the first 20 permits purchased and a higher price for the second set of 20 permits.
- Streamlining the permit price structure by standardising charging bands to 2 bands a 'standard charge' and 'light touch charge' for scheme that are only operational for part of a day. Currently the cost of Resident permit is determined by a scheme operational hour.

2.10.2 Further work is required to determine permit prices as the provision of this service needs to remain cost neutral to the County Council. This process will also need to take account of the unprecedented cost of living increase, the increased cost of providing this service and any costs associated to the changes proposed.

2.10.3 It is proposed that the approval of the (to be determined) resident and visitor permit prices be delegated to the Executive Director of Place and Economy, in consultation with the Chair and Vice Chair of the Highways and Transport Committee. The aim would be to start to implement the charges from April 2023.

2.10.4 Medium term measures

- Investigate the introduction of a permit surcharge for high emission vehicles.
- As there has been some interest in an annual, city-wide tradesperson permit, Officers will investigate the feasibility, practicality, and costs of providing such a permit. Consideration will need to be given to how this type of permit would be managed, its enforceability and the impact this type of open permit would have on individual streets and neighbourhoods.
- Review resident permit property eligibility. Officers, in consultation with the Council's Planning and Highway Development teams, will consider options surrounding the property eligibility of new and redeveloped properties. Consideration will need to be given to how any change to the current policy would impact parking demand particularly in the more central areas.

2.10.5 It is proposed that the results of the medium-term measures reviews and investigation be considered by the Executive Director of Place and Economy, in consultation with the Chair and Vice Chair of the Highways and Transport Committee.

2.11 All the proposed changes will require a change to the Resident Parking Policy and the Traffic Regulation Order and will have associated costs. For example, IT upgrades. These costs will need to be considered when determining permit prices.

2.12 Information

- [Appendix 3](#) - shows the on-street parking capacity within each scheme, the number of resident and visitor permit that are in circulation as of the March 2022 and the current cost and limits on permits.

- [Appendix 4](#) - shows a snapshot of the approach taken by other authorities. It should however be noted, each authority's approach is unique and tailored to that individual area's needs.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

The main objectives of RPSs are to prioritise parking for residents and discourage non-resident travel into Cambridge, with the aim of reducing congestion, improving air quality and supporting sustainable parking options for all those that live in, visit and work in Cambridge.

3.2 Health and Care

RPSs offer a range of permit types which support residents, including free Medical Visitors' Permits for those that need care in their own homes, dispensations for health worker professionals providing care and Tradespersons' Permits.

3.3 Place and Communities

A RPS should reduce the conflicting demands for on-street parking by removing free, unlimited non-resident parking, the aim is to reduce through traffic and as such, reduce air pollution.

3.4 Children and Young People

There are no significant implications within this category.

3.5 Transport

The introduction of RPSs seeks to reduce congestion and pollution, improve air quality and contribute to net-zero by encouraging people to shift towards healthier, more sustainable options.

4. Significant Implications

4.1 Resource Implications

The operational costs of RPSs should as a whole be self-funding, therefore the permit fee must cover all associated costs. If there is a surplus or a deficit in funding, this will be taken into account when the permit fees annual review is undertaken. The ongoing RPS costs are covered by permit fees and fees are set at a rate which should ensure that RPSs as a whole are cost neutral to the Council.

The implementation costs of the schemes identified by GCP will be funded by the GCP including any changes to the TROs. These schemes will also be delivered by the GCP.

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 introduction of a RPS carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermine road safety
- Failure to cover the cost associated and ongoing charges will have a negative impact on budgets

These can be mitigated by:

- Balancing the needs of residents, local business and the local community to keep traffic moving, improve pedestrian safety and reduce the risk of accidents on the road network
- Applying suitable pricing structures, where appropriate, to ensure that all operational costs are covered
- Offering alternative, sustainable modes of transport

The Council also has a general obligation under s122 of Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to “secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”.

4.4 Equality and Diversity Implications

An Equality Impact Assessment of Resident permit limits and fee structure is attached in in [appendix 5](#).

The equality impacts related to the change in Resident Parking Policy is being assessed along with the Integrated Parking Strategy, and an equality impact assessment will be brought to this Committee in due course.

4.5 Engagement and Communications Implications

In the event of permit limits or the permit fee structure changes, officers will contact those residents effected and give notice of any pending change.

Residents and others with a vested interest in scheme will be consulted at both the formal and statutory stages.

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:

- 4.8.1 Implication 1: Energy efficient, low carbon buildings.
Neutral Status:
Explanation: There are no significant implications within this category.
- 4.8.2 Implication 2: Low carbon transport.
Neutral Status:
Explanation: There are no significant implications within this category.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Neutral Status:
Explanation: There are no significant implications within this category.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral Status:
Explanation: There are no significant implications within this category
- 4.8.5 Implication 5: Water use, availability and management:
Neutral Status:
Explanation: There are no significant implications within this category
- 4.8.6 Implication 6: Air Pollution.
Positive Status:
Explanation: The introduction of RPSs seeks to reduce congestion and pollution, improve air quality and contribute to net-zero by encouraging people to shift towards healthier, more sustainable options.
- 4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
Neutral Status:
Explanation: There are no significant implications within this category

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: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes or No

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 or No

Name of Officer: Sarah Silk

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

Name of Officer: David Allatt

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

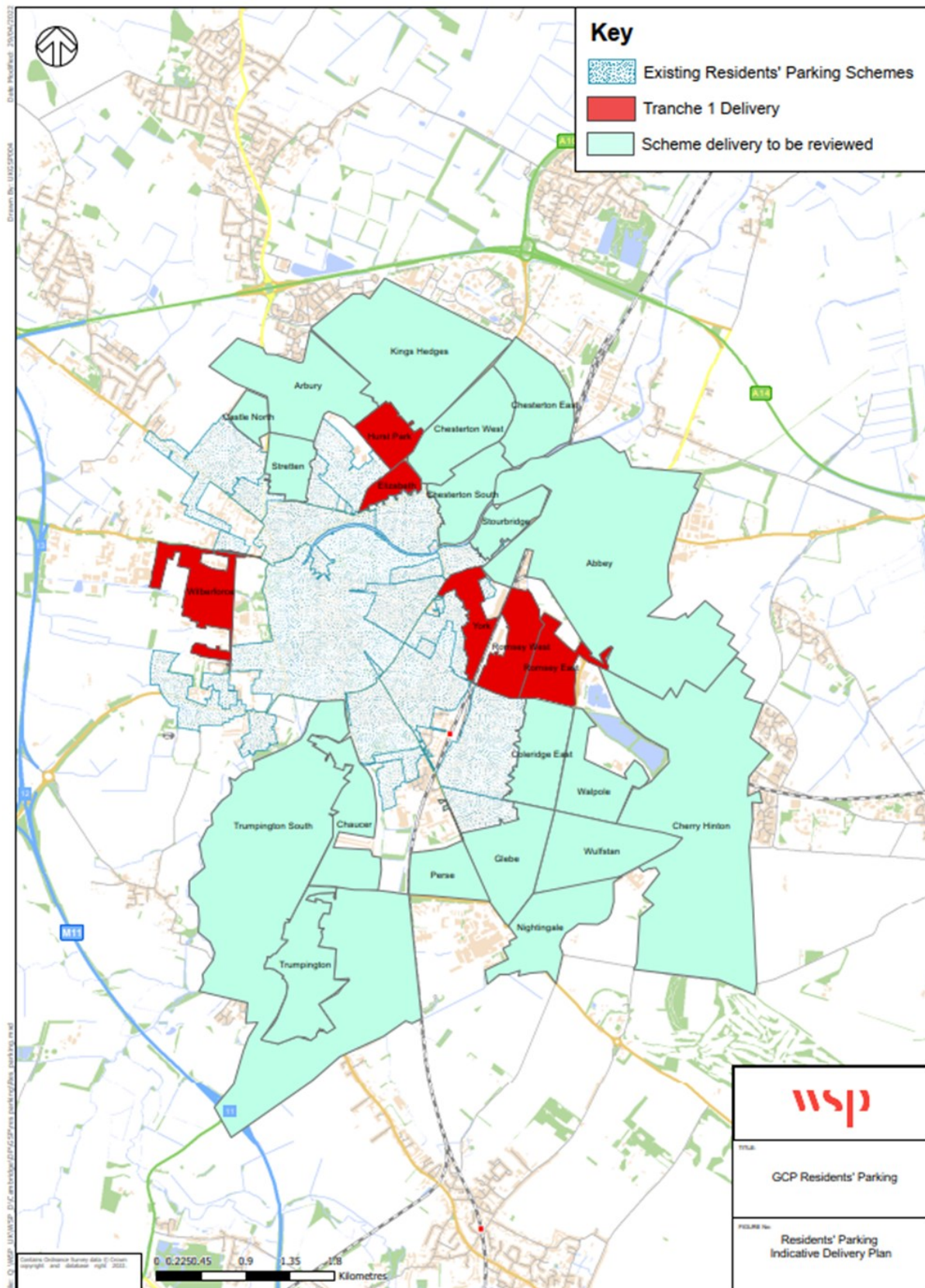
5. Source documents guidance

5.1 Source documents

[Resident Parking Scheme Policy - Cambridgeshire County Council](#)

<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1852/Committee/26/SelectedTab/Documents/Default.aspx>

Appendix 1: Map of prioritised schemes



Cambridge City Resident Parking Scheme Delivery Plan 2022

1. Introduction

Parking plays a dynamic role in the delivery of the Council's Transport Strategy. It can be used to support the delivery of Council's objectives as well as wider Council policies by reducing congestion, making our roads safer, encouraging walking, and cycling and improving air quality.

The Council has agreed investment from the Greater Cambridge Partnership (GCP), for identified projects such as the accelerated roll-out of parking controls such as Resident Parking Schemes (RPSs).

This document has been developed in partnership with the GCP and creates a framework for the expansion of current RPSs and the review, where required, of existing schemes. It complements existing policies and supports both the Council's and the GCP overarching objectives to ease traffic flow by reducing the reliance on private car ownership, especially for short journeys which can easily be undertaken (by most people) by walking, cycling, public transport or other more sustainable modes transport, such as car clubs.

The feedback received from the 'Parking Issues' engagement has helped the GCP to mould the attached RPS Delivery Plan (appendix A). This plan has been split up into existing residents' parking scheme areas, priority delivery areas, and areas for which further review is required.

The introduction of new RPSs should be considered not in isolation, but as part of a wider programme which encourages more sustainable travel choice and tackles congestion.

2. Objectives

Parking matters to a wide range of stakeholders. Residents need safe and fair access to their homes, business require loading provision, emergency services need quick access, buses need clear unobstructed routes and pedestrians need safe, unobstructed footways.

A balance therefore needs to be struck to ensure a modal shift which:

- Reduces traffic flow and congestion both in and across Cambridge City
- Encourages a move away from private car ownership
- Improves air quality and reduces carbon emissions
- Supports economic regeneration
- Promotes the use of public and more sustainable modes of transport including walking and cycling

Management of parking, including its change of use, plays a part in enabling communities and individuals to live better lives by accessing more opportunities and live in a better environment.

This document supports the introduction of the schemes proposed by the GCP and where required, the review of existing schemes. It streamlines the policy surrounding the introduction of new RPSs

and where required, the review of existing schemes to support the Councils and the GCP wider integrated traffic and parking management objectives.

It also supports and acknowledges the national shift for the removal of footway parking, which restricts access especially for those using a wheelchair or buggies/pushchairs and contributes towards an unsafe and unpleasant walking environment.

Schemes that are not progressed as part of this delivery plan or any newly proposed schemes which fall outside of the parameters of this delivery plan, can still be considered in-line with the Resident Parking Scheme Policy. It should be noted that the installation of these schemes would not be funded by the GCP, associated cost would need to be met by residents.

3. Implementation Programme

The implementation programme includes several steps. These include:

Formal Consultation

- Undertake a feasibility study and define/refine a parking plan for the area.
- A consultation with residents and other groups with a vested interest in the proposed scheme.
- All comments raised to be considered by a board of senior officers and elected members consisting of the Council's Assistant Director of Transport Strategy and Network Management in consultation with the Chair and Vice Chair of the Highways Transport Committee (H&T) and the GCP Transport Director.
- Scheme approved for statutory consultation by Assistant Director of Transport Strategy and Network Management and the GCP Transport Director.

Statutory Consultation

- Traffic Regulation Orders (TROs) formally advertised
- Undertake statutory consultation.
- Any objections raised to be determined by the Highways and Transport (H&T) Committee

Installation

- Installation scheduled.

4. Responsibilities

The responsibility for delivering new RPSs will be joint and will require good communication and collaborative working. The GCP and County responsibilities are detailed below.

Formal Consultation

The GCP will be responsible for:

- Undertaking feasibility studies
- Drafting each scheme parking plan, in consultation with the Traffic Management Team and the relevant Local County Council Member (s)
- Undertaking the formal consultation
- Providing supporting exhibitions (drop-ins)
- In consultation with the Traffic Management Team and the relevant Local County Council Member(s), agree any proposed changes to the parking plan

Statutory Consultation

The Council will be responsible for:

- Preparing/advertising the TRO
- Undertaking statutory consultation, including residents, businesses and other interested parties
- Recording and summarising feedback
- In consultation with the GCP Transport Director, preparing and presenting a paper to the H&T committee.
- Considering the comments and objections raised and either approve or reject the proposed Traffic Regulation Order

Installation

The GCP will be responsible for:

- Commissioning the works required.
- Overseeing the installation.
- Contacting residents regarding the installation programme.
- Removing any vehicles preventing installation.
- Keeping the Traffic Management Team I updated on the installation programme and any changes to that programme.
- In consultation with the Traffic Management Team Council, contacting residents in relation to applying for permits
- Providing an address data base to the County in the agreed format.

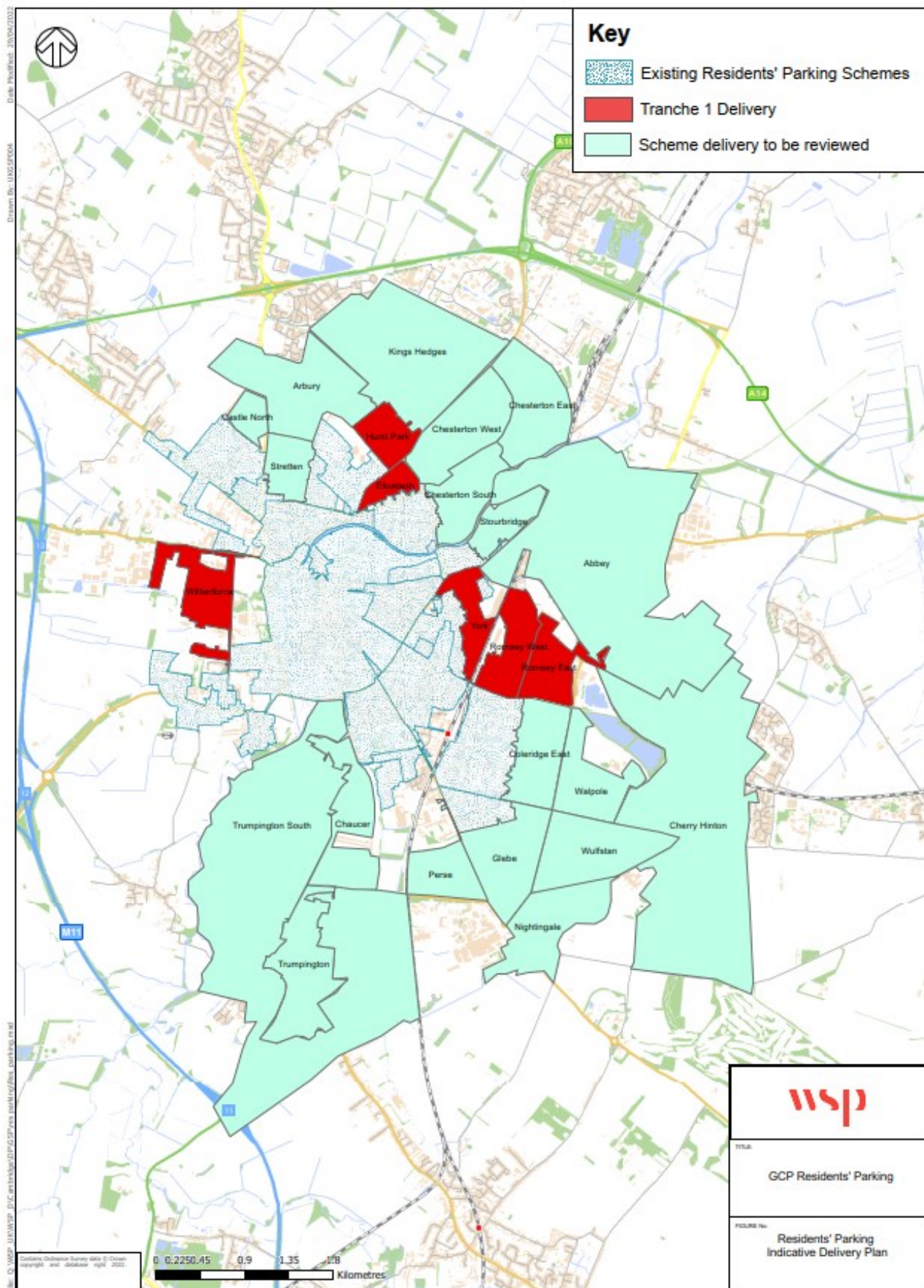
The Council will be responsible for:

- Updating the back-office IT systems.
- Issuing permits.
- Enforcement (Warning Notices will be issued for the first 2 weeks to allow time for resident & non-residents to adjust to the new restrictions)
- Keeping the County Council's website updated in relation to the consultation & installation programme.
- Update the Resident Parking website pages
- Activating Pay and Display equipment
- Signing/sealing the TRO and other statutory requirements

The GCP will cover all associated implementation costs including TRO, IT updating grades and installation costs. The Traffic Management Team will provide regular updates to the GCP on progress against milestones, cost projections and spend. This excludes on-going scheme operational costs which will be cover by permit fees and residents will have to purchase permits.

If a proposed scheme fails at either the formal or statutory stage, the GCP will need to consider whether to amend the parking plan and re-consult or not take the scheme forward.

Appendix A - Map of prioritised schemes



Appendix 3 - Parking capacity and the number in circulation (March 2022)

Scheme	No. of spaces	Valid Residents' Permits	Valid Visitors' Permits	Scheme	No. of spaces	Valid Residents' Permits	Valid Visitors' Permits
Accordia	227	155	750	Newtown	182	188	1401
Ascham	154	89	193	Park	54	48	599
Benson	235	159	664	Petersfield	369	356	1757
Benson North	710	440	828	Regent	8	2	40
Brunswick	104	98	896	Riverside	288	265	1289
Castle	356	448	2553	Shaftesbury	28	15	39
Coleridge West	656	505	1091	Silverwood Close	50	31	168
De Freville	595	583	3533	Staffordshire	48	31	100
Guest	65	74	525	Tenison	494	542	3504
Kite	257	350	3037	Victoria	164	182	1068
Morley	352	290	1174	West Cambridge	99	35	217
Newnham	631	476	2160	TOTAL	6126	5362	27586

Other permit types such as free medical or tradesperson permits are not included.

Permit Limits

Most RPSs are limited to 3 per household and visitor permits limited to 20 permits (each permitting 5 visits) per applicant, per annum. Three schemes have opted for 2 resident permits per household per annum (Newnham/Staffordshire/Victoria).

Permit Costs

Currently there is a 'standard' charge of £54 with an additional charge of £1.25 per hour for every operational hour above 40 hours per week. There are currently 7 different permit costs. Visitor fees are charged at £15 per permit with each permit allowing 5 visits.

A discounted of 20% is offered to vehicle with a CO2 emission less than 75g/km.

Appendix 4 - Snapshot of the permit approach taken by other authorities

Authority	Resident Permits				Visitor Permits	
	1 st Permit	2 nd Permit	3 rd Permit	Note:	Permit Cost	Notes:
City of York Council	£99.95	£192.50	£390		£6.25 per book (5 permits)	Max 6 book per household, per calendar month, 5 scratch cards in each book. Excluding central areas. https://www.york.gov.uk/ParkingPermitCosts Visitor parking permits and authorisation cards – City of York Council
Bristol City Council	£0-£72 Dependent on emissions	£96	£192	Extra £50 for central areas. Digital permits only.	£1 – Per single use permit	Amount of visitors permits, and free permits provided vary per zone, please see link below https://www.bristol.gov.uk/parking/residents-parking-permits-cost Visitors and commuters - bristol.gov.uk
Bath & North East Somerset Council	£50 - £250 Dependent on emissions	£100 - £320	N/A	1 permit in central areas. Permits allocated on first come first serve bases for shared houses.	£10 for 10 days.	Max of 100 days per annum (no indication per person/household) Or 1000hours per annum if purchasing digital permits). Excluding central areas. https://www.bathnes.gov.uk/services/parking-and-travel/parking-permits/residents-parking-permits
Oxfordshire County Council	£65	£65	£130	4 th onward £200	£1 – Per single use permit	Max 50 per person per yr. The first 25 are free. Cannot apply for paid permits until 6 months after applying for the free permits. https://www.oxfordshire.gov.uk/residents/roads-and-transport/parking/parking-permits/resident-parking-permits/apply-new-residents-parking-permit/costs-and-payment Visitor parking permits application Oxfordshire County Council
City of Edinburgh Council	£61.20 - £547.90 Dependent on emissions	£73.40 - £712.20	N/A	Discounted in outer city areas	£25.70 - £5	Max 6 - 40 books depending on area. Each book contains 10 visits, each visit is 90mins. Resident/Visitor permit prices vary per zone. https://www.edinburgh.gov.uk/parking-permits/residents-parking-permit-prices/1 Visitors' parking permits – The City of Edinburgh Council

Brighton & Hove City Council	£55 - £247.50			Charges bases on emission band and zone.	£2.50 - £4.50	Max 50-100 per applicant depending on area. Each per allow 1 days parking. https://www.brighton-hove.gov.uk/content/parking-and-travel/parking/resident-permit-charges-2021-22 Visitor permits (brighton-hove.gov.uk)
Hammersmith & Fulham	£119	£497			£1.80 per hr	No Restrictions https://www.lbhf.gov.uk/parking/parking-permits/residents-permits How visitor permits work LBHF
Westminster City Council	£112-£158			2 VRN on one permit	£1.75 - £5.10 per hr	No Restrictions https://www.westminster.gov.uk/resident-parking-permits Visitor parking information Westminster City Council

Equality Impact Assessment
For employees and/or communities



Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Place & Economy		Name:	Nicola Gardner
Proposal being assessed:		Job Title:	Parking Policy Manager
Review of Residents permit limits and fee structure		Contact details:	01223 727912
Business Plan Proposal Number: (if relevant)		Date commenced:	17/05/22
		Date completed:	14/06/22
Key service delivery objectives:			
The aim of this proposal is to discuss how Resident Parking Schemes (RPSs) should be managed moving forward. The increased competition for a finite parking capacity is pushing RPSs to capacity and in some schemes over capacity. Consideration needs to be given to the long-term sustainability of existing and future schemes, supporting/encouraging more sustainable modes of transport and reducing reliance on car ownership.			
Key service outcomes:			
To ensure a balanced management approach is adapted which addresses the evolving demands for on-street parking across Cambridge City. An approach which ensures the longevity of the services whilst still offering residents value for money.			
What is the proposal?			
<p>The proposed short-term changes are:</p> <ul style="list-style-type: none"> • Resident Permits remain limited to 3 per household, per annum across the majority of schemes. For those schemes currently limited to 2, the resident permits limit will be increased to 3 per household, per annum. • Resident Permits remain limited to 3 per household, per annum across all schemes, increasing the limit in those schemes currently limited to 2. • Incremental resident permit pricing which would see the cost of a second permit being significantly more than that of the first and the cost of a third permit, significantly more than that of the second. A dispensation process will need to be considered and determined. • Visitor Permits to be limited to 40 per household (each permit allows 5 visits), per annum across all schemes. The limit is currently 20 permits, per applicant per annum. This change will bring permit eligibility in-line with resident permit eligibility criteria and equality across households as all properties, regardless of the number of inhabitants, would be eligible for the same number of permits. • Two visitor permit price brackets, one price for the first 20 permits purchased and a higher price for the second set of 20 permits. • Streamlining the permit price structure by standardising charging bands to 2 bands a 'standard charge' and 'light touch charge' for scheme that are only operational for part of a day. Currently the cost of Resident permit is determined by a scheme operational hour. 			

Further work is required to determine permit prices as the provision of this service needs to remain cost neutral to the County Council.

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

The figures used in this report were obtained from the County Council's permit data-base and were correct at the point this report was drafted (March 2022). Feedback has been received from residents and both local city and county councillors, predominately in those schemes where parking capacity is finely balanced.

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

No

Who will be affected by this proposal?

Permits are chargeable. At the time of writing this report we are going through a cost -of-living crisis which has seen energy bills rise by over 50%. People who are disabled, single parents' households, and a range of others are more likely to struggle financially during this period

A reduction in visitor permit limits could affect those people who need visiting carers (not covered by free medical permits) and could also lead to social isolation.

Increasing the number of Resident permits could increase parking demand and the competition for sometimes limited space which may have an adverse effect one households with disabled people or people with mobility issues and those working shift as finding a parking space may be more difficult.

Section 2: Scope of Equality Impact Assessment

Scope of Equality Impact Assessment					
*	Age	<input 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"/>			
	Rural isolation	<input type="checkbox"/>			
				Poverty	<input checked="" type="checkbox"/>

Section 3: Equality Impact Assessment

Research, data and/or statistical evidence

The information regarding permit numbers was obtained from the IT system which supports Residents Parking Schemes. This information was correct at the point generated in March 2022.

Consultation evidence

Correspondence from local members and residents of the more central areas/scheme where parking demand exceed parking capacity.

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

- Reduced parking demand across all schemes. Residents should find it easier to park close to their homes, benefiting those with limited mobility.
- Reduce the reliance of car ownership.
- Reduce congestion and improved air quality
- Reinforce the role residents' can have in relation to improving their local environment.

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

- Any increase in permit cost could impact negatively on those with least ability to pay.
- Reduced visitor permit number could impact those who use this type of permit for carer visits and could increase social isolation
- Increasing residents permit could increase parking demand making it more difficult to find a parking space.

How will the process of change be managed?

Any changes agreed by committee will need to be formally advertised as part of the Traffic Regulation Order (TRO) process. All objections raised by either residents' or non-residents will be considered.

Residents will be advised of any changes to permit limits or permit fees prior to their permit renewal date and our website will be updated accordingly.

Any changes will be applied at the point of renewal, and this will be explained in the renewal letter. The Parking Permits Team will be available to answer and guide residents through the process.

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

The project will be co-ordinated by the Parking Policy Team and monitored by the Parking Policy Manager. Any issues highlighted either via the above or from residents directly will be addressed promptly by officers.

Section 4: Equality Impact Assessment - Action plan

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 <i>or</i> Justification for retaining negative impact	Who by	When by	Date completed
Associated permit cost	Residents	L	Advance notice will be given prior to any change being made and changes will be applied at the point of renewal. A dispensation process will be considered	Parking Operations Team	Change Implementation	TBC
Associated permit limits	Residents	L	Advance notice will be given prior to any change being made and changes will be applied at the point of renewal	Parking Operations Team	Change Implementation	TBC
Social Isolation	Residents	L	Free Visitor Permit are available to blue badge holders	Parking Operations Team	Already in place	N/A
Increased parking demand	Residents	L	Dedicated Blue Badge Holder bays can be requested and will be considered.	Policy & Regulation Team	Already in place	N/A

Section 5: Approval

Name of person who completed this EIA:	Nicola Gardner	Name of person who approves this EIA:	Sonia Hansen
Signature:	<i>Nicola Gardner</i>	Signature:	<i>Sonia Hansen</i>
Job title:	Parking Policy Manager	Job title: <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Traffic Manager
Date:	16/06/22	Date:	16/06/22

Report title: Elizabeth Way, Cambridge – Consider Objections to Making Experimental Bus Lane Order allowing use by Powered Two-Wheelers and Electric Vehicles Permanent

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Executive Director, Place and Economy

Electoral division(s): Abbey, Chesterton and Market

Key decision: Yes

Forward Plan ref: 2022/067

Outcome: To consider objections and other representations received in response to the introduction of an Experimental Traffic Order to allow powered two-wheelers and fully electric zero emission vehicles (ZEVs) to use the bus lane in Elizabeth Way, Cambridge. The decision required is whether the Order should be made permanent, in whole or in part, or abandoned.

Recommendation: a) Allow the Experimental Traffic Order to lapse and return the bus lane to previous usage.

b) Inform the objectors and others who submitted written representations of the decision.

Officer contacts:

Name: Sonia Hansen
Post: Traffic Manager
Email: sonia.hansen@cambridgeshire.gov.uk
Tel: ~

Member contacts:

Name: Councillor Alex Beckett
Post: Chair
Email: alex.beckett@cambridgeshire.gov.uk
Tel: 01223 706398

Name: Councillor Neil Shailer
Post: Vice Chair
Email: neil.shailer@cambridgeshire.gov.uk
Tel: 01223 706398

Background

- 1.1. Full Council approved an Air Quality Motion in December 2019. This identified encouraging the electrification of transport as key to improving air quality, while also aiding in achievement of the Councils net-zero by 2050 target (now brought forward to 2045). Expanding use of bus lanes to include electric vehicles and powered two wheelers, in addition to the current buses, taxis and cyclists, is a mechanism identified within the motion to encourage this transition. A project to pilot these changes was implemented in Elizabeth Way under an Experimental Traffic Order (ETO). The intention being that if the trial was successful in Elizabeth Way, it would be implemented on a permanent basis on all bus lanes in Cambridge.
- 1.2. The ETO allows motor cycles and fully electric zero emission vehicles (ZEVs) to use the bus lane in Elizabeth Way, Cambridge. Buses, pedal cycles and taxis (both hackney carriages and private hire vehicles) were previously allowed to use the bus lane and there are no plans to change that.
- 1.3. The Government has legislated to ban the purchase of petrol, diesel and hybrid cars from 2030 and is encouraging drivers to purchase ZEVs. By allowing them to use bus lanes, it was hoped that this would provide an additional incentive for people to buy ZEVs.
- 1.4. Motor cycles are generally more fuel-efficient and use less road space than cars, so can make a contribution to improving air quality and reducing congestion. Allowing motor cycles to use bus lanes may offer an additional incentive for people to purchase and use powered two-wheelers in preference to private cars. Motor cycle use of bus lanes could have some safety benefits, as it may reduce the likelihood of motor cyclists weaving between lanes of slow moving traffic to avoid queues.
- 1.5. In March 2021, after the ETO had been introduced, the Department for Transport published "Bus Back Better: national bus strategy for England" which does not support opening bus lanes to electric cars or vans as the expected increase in numbers of these vehicles would quickly erode the benefits that bus lanes bring to bus users.

2. Main Issues

- 2.1. The Council introduced this measure on an experimental basis, which it can do for a period of up to 18 months to allow it to be monitored. It is normal practice to carry out an initial 6 month trial period, which ran from 14th December 2020 to 13th June 2021, during which time anyone can submit comments on the scheme and whether it should be made permanent.
- 2.2. During that 6 month period the bus lane was closely monitored to understand the effect the changes are having. Monitoring included:
 - Traffic surveys: These were undertaken to understand the volume of traffic using the bus lane. Three sets of 3 day long traffic counts were undertaken at the start, middle and end points of the pilot. Over the duration of the pilot an increase in the use of the bus lane by motorcycles and ZEVs was observed. However, there remained more use of the bus lane by unpermitted vehicles (ie. non battery electric) than those permitted. Overwhelmingly the main users of the bus lane were cyclists. See below figures 1 and 2.

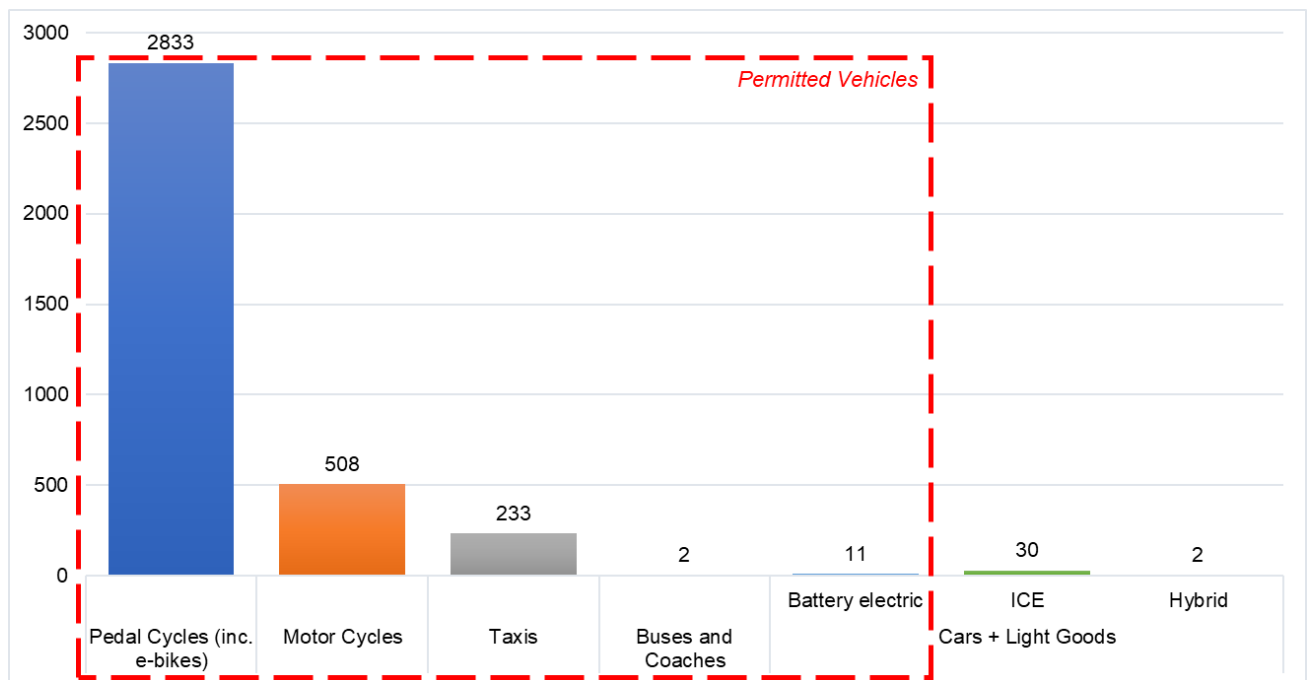


Figure 1 Average numbers of vehicles using the bus lane across all surveys.

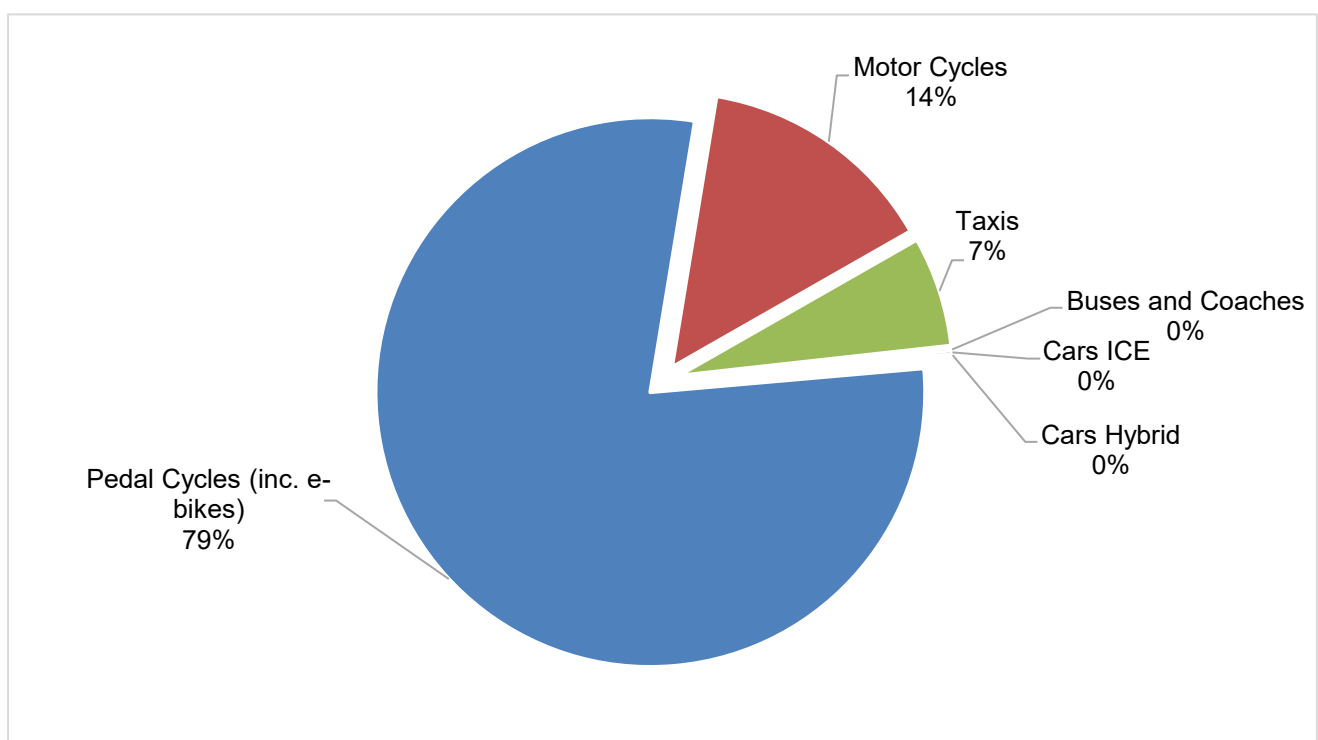


Figure 2 Breakdown of average permitted vehicles using the bus lane across all surveys

- Monitoring of bus journey times:** These were done to understand whether there is any detrimental effect of allowing additional vehicles into the bus lane. Initial results did not indicate any impact on bus journey times; however this was anticipated while awareness of the change to bus lane access was low. Unfortunately, during the first month of the pilot covid-related changes to bus routes meant the bus lane was no longer used by buses, so this monitoring could no longer continue. It is anticipated however, that greater use of the

bus lane by vehicles other than buses would eventually lead to congestion on the bus lane.

- Understanding the impact on air quality: This was undertaken in collaboration with Cambridge City Council, utilising their existing Air Quality Monitoring systems at the site. The pilot was undertaken during a time when traffic movement was low due to travel restrictions arise from the Covid-19 lockdowns. A resulting improvement in air quality (Nitrogen dioxide) was observed during this time, as noted in the [2021 Air quality Annual Status Report](#). Through the duration of the pilot the lockdown restrictions steadily eased and concurrently traffic increased. This has made disaggregating the impact of the pilot from the impacts of Covid-19 challenging and it remains unclear from the data whether there was a benefit arising from the pilot. Officer opinion is that any benefit from the pilot would likely only be marginal.

- 2.3. While this was a small scale trial only involving the Elizabeth Way bus lane, the expectation at the time of project development was that should it be successful and supported by Members, the same exemptions would be applied to other bus lanes in Cambridgeshire.
- 2.4. The ETO procedure is a statutory process that requires the highway authority to advertise, in the local press a public notice stating that the Council has made an Order, when it will come into operation and how people can object or make other representations. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.5. The making of the ETO was advertised in the Cambridge News on 7th December 2020, giving the required 7 days' notice of the Order coming into operation. The deadline for feedback was 13th June 2021, which is the end of the 6 month initial trial period. A total of 91 written representations were received.
- 2.6. Of those who responded 82 objected to the scheme and/or making it permanent. The most common issues raised by those submitting representations were as follows:
 - Danger and inconvenience to pedal cyclists due to additional vehicles in the bus lane, particularly silent and fast-accelerating ZEVs (mentioned in 58 responses).
 - ZEVs are not that environmentally clean due to the road space they occupy, use of raw materials, such as batteries and tyres, and they still create congestion (mentioned in 21 responses).
 - The Council should be promoting alternatives to private car use, such as passenger transport and active travel (mentioned in 20 responses).
 - ZEV use will delay bus services (mentioned in 15 responses).
 - Will disproportionately benefit those who can afford ZEVs to the detriment of those using buses and cycles (mentioned in 13 responses).
 - A better option would be to install the earlier planned cycle lane on the southbound side of Elizabeth Way (mentioned in 10 responses).
- 2.7. A total of 9 respondents offered support for making the Order permanent, with the most common points being as follows:

- It supports motorcycle use which improves safety for vulnerable powered two-wheelers, helps reduce congestion, pollution and increases mobility (mentioned in 6 responses).
- It should be extended to cover all bus lanes in Cambridge and beyond (mentioned in 5 responses).
- It supports the take-up and use of ZEVs (mentioned in 3 responses).

2.8. In view of the responses received and experience gained by running the trial, there are several options available to take this forward. The following tables offers three options and officer comments and the implications of each.

No.	Option	Officer Comments and Implications
A	Make the Order permanent in full, thereby allowing motorcycles and ZEVs to use the Elizabeth Way bus lane.	<p>There appears to be general opposition, particularly amongst cyclists, primarily concerned about their safety. It is understandable that an increase in numbers and types of vehicles using bus lanes will make cyclists feel more anxious and vulnerable.</p> <p>If these exemptions were made permanent that would suggest that the Council has accepted them in principle and implies that the same exemptions should be applied to all other bus lanes in the city. The original intention was that if the trial was successful the same exemptions would be applied to all bus lanes in Cambridge. Expanding ZEV and motorcycle usage to all bus lanes is likely to lead to very strong opposition from cycling representative groups and individual cyclists.</p> <p>See also the longer term impacts of allowing ZEVs to use bus lanes and the likely effect on bus services as explained in option C.</p>
B	Make the Order permanent in part, thereby allowing just powered two-wheelers to use the Elizabeth Way bus lane.	<p>The majority of the safety concerns were related to ZEV use of the bus lane, due to their size, silent operation, etc., with much less opposition to motorcycle use. However, if this option was taken forward, it would infer that the motorcycles should be allowed to use all bus lanes in the city as that was the original plan. Such a proposal could well lead to strong opposition from cyclists.</p> <p>The idea of allowing powered two-wheelers to use bus lanes is not new and has been used in other towns for many years. Government advice says that <i>“Various monitoring and research projects have been carried out to determine the effects on both motorcycles and other road users. The research does not lead to clear conclusions, but suggests both potential benefits and disbenefits. As with any scheme, the decision to allow motorcycle access to bus lanes should</i></p>

No.	Option	Officer Comments and Implications
		<p><i>be taken with care to mitigate foreseeable and avoidable risks.”</i></p> <p>It is acknowledged that there is some support from motorcyclists for this change due to it improving safety and convenience for them. However, the very large number of pedal cyclists using Cambridge’s roads, including bus lanes, means that there is the potential for greater conflict between cyclists and other vehicle types than exist in many other towns and cities.</p>
C	Abandon the experiment	<p>The likely benefits of this experiment were always likely to be marginal and would reduce in time, primarily due to the inevitable increase in ZEV ownership and use. It is clear that there is opposition, primarily from cyclists, with significantly less in the way of support.</p> <p>Importantly, in March 2021, the Department for Transport published “Bus Back Better: national bus strategy for England” which contains the following statement <i>“We will not support opening bus lanes to electric cars or vans, which would quickly erode their benefits to bus users.”</i></p> <p>As the growth in ZEV ownership increases, the benefits to users of those vehicles are likely to rapidly decrease to the detriment of bus services. Hence, in the longer term, ZEV use of bus lanes is unsustainable.</p>

- 2.9 The officer recommendation is option C. The main reasons being that since the trial commenced Government advice does not recommend opening up bus lanes to ZEVs; Cambridge has relatively few bus lanes that are mostly short in length, so the benefit to ZEV drivers is limited; and it could only ever be a temporary measure due the eventual full switch over to ZEVs. Similarly, the potential for increased conflict between cyclists and powered two-wheelers makes option B problematic without further understanding of the interactions between the two modes. As highlighted in option B’s description; while nationally there are areas that allow powered two-wheelers into bus lanes, these areas tend to not have the same level of cyclists using the same road space.
- 2.10 It should be remembered that although the trial was in Elizabeth Way, it was always the intention that, if successful, the same changes would be applied to all bus lanes on a permanent basis.
- 2.11 In view of the comments received from cyclists and the minimal use of Elizabeth Way by buses, the Council will explore options to reallocate road space to facilitate cycle use, when a suitable opportunity arises.

3. Alignment with corporate priorities

3.1 Environment and Sustainability.

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

- It was hoped that allowing ZEVs to use bus lanes would encourage the purchase and use of zero emission vehicles. However, for the reasons set out in this report, those environmental benefits are deemed to be marginal.
- Allowing motorcycles to use bus lanes encourages the use of a form of transport that produces fewer emissions and uses less road space. However, there are perceived safety issues arising from increased vehicles accessing the bus/cycle lane.

3.2 Health and Care.

There are no significant implications for this priority.

3.3 Places and Communities.

There are no significant implications for this priority.

3.4 Children and Young People.

There are no significant implications for this priority.

3.5 Transport.

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

- Allowing ZEVs and motorcycles to use bus lanes would have a marginal beneficial impact on congestion and would assist owners of such vehicles. However, it could compromise bus services and has safety implications, particularly for pedal cyclists.
- Due to the relatively modest scale of the scheme, the overall impact to the transport network is deemed to be negligible.

4. Significant Implications

4.1 Resource Implications

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

- Expansion of the bus lane exemptions across all bus lanes in Cambridge would have cost implications in terms of processing the required TROs and significant traffic sign replacement works.
- A preliminary cost estimate indicates that to convert all bus lanes in Cambridge to ZEVs and motorcycle use (or just motorcycle use) is likely to be approximately £43,000.

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

- All statutory Regulations have been followed and any risk implications are negligible.

4.4 Equality and Diversity Implications

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

- People with protected characteristics are not expected to be negatively impacted by the recommendation to return the bus lane to previous usage.
- There could be a socio-economic impact in that allowing ZEVs to use bus lanes is likely to benefit those able to afford to purchase and run ZEVs as they are generally more expensive than cars with combustion engines. Furthermore, use of bus lanes by ZEVs and motorcycles could have negative impact on those using pedal cycles, some of whom may not be able to afford to own a ZEV or motorcycle.

4.5 Engagement and Communications Implications

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

- At the time of implementation (December 2020), all statutory consultees were notified and given the opportunity to submit written representations. Others, such as cycling interest groups and bus companies were also consulted.

4.6 Localism and Local Member Involvement

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

- At the time of implementation (December 2020), all relevant County and City Council Members were consulted, but following the May 2021 elections many new Members are now in place and they have not been consulted.

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: Neutral

Explanation: n/a

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: It was anticipated that allowing ZEVs to use bus lanes would encourage the purchase and use of ZEVs. However, for the reasons set out in this report in para 2.2, it was difficult to disaggregate the data for the pilot because lockdown restrictions eased, and it was officers' opinion that the impacts on low carbon transport choices are deemed to be marginal and likely to be temporary only. Therefore, this has an overall neutral impact.

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

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

Explanation: It was anticipated that allowing ZEVs to use bus lanes could encourage the purchase and use of zero emission vehicles, thus creating less air pollution. However, for the reasons set out in this report, that reduction is deemed to be marginal. Motorcycles generally produce fewer emissions than motor cars, so their use is encouraged, but there are cleaner alternatives, such as cycling, walking and buses.

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

Positive/neutral/negative Status: Neutral

Explanation: n/a

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: Clare Ellis

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

Name of Officer: David Allatt

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: Maggie Pratt

Source documents

5.1 Source documents

A document containing all representations submitted is available to view on the [Highway and Transport Committee 12th July 2022 page](#)

Appendix 1 – Public Notice

Public Notice

Cambridgeshire County Council (Elizabeth Way, Cambridge) (Bus Lane Exemptions) Experimental Order 2020

Notice is hereby given that Cambridgeshire County Council has made an Order under the Road Traffic Regulation Act 1984, the Traffic Management Act 2004 and all other enabling powers.

The effect of this Order is to allow Motor Cycles and Electric Vehicles (battery-powered with zero emissions only) to use the bus lane in Elizabeth Way, Cambridge that runs in a northerly direction from north of Newmarket Rd to Ferry Cutter Close.

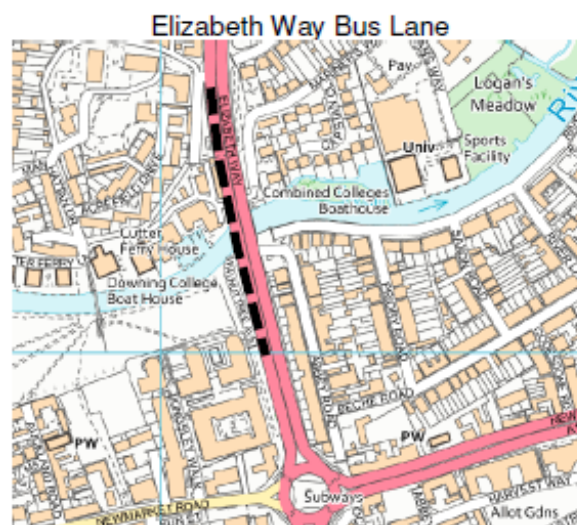
The Order will be implemented initially on an experimental basis for eighteen months, after which time the Council will be considering in due course whether the provisions of the Experimental Order should be made permanent.

For further details of the above proposals, including a copy of the Order, which comes into operation on the 14th December 2020, please visit our [experimental traffic regulation orders page](#) and select PR0667. To request copies of documents please telephone 0345 045 5212 or use the e-mail below.

Anyone wishing to object to the order being made permanent or to make any other representation regarding the scheme has 6 months to do so, starting from the date the experimental order comes into force (or, if the order is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984 from the date that variation order or modification comes into force.

Objections to making the Order permanent, together with the grounds on which they are made, or any additional comments, must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by 13th June 2021 quoting reference PR0667. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Shire Hall, Castle Street, Cambridge CB3 0AP
7th December 2020



Objections Relating to Proposed Traffic Regulation Order on Vinery Road and Vinery Way, Cambridge

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Steve Cox - Executive Director: Place & Economy

Electoral division(s): Local Member representing Romsey, Cambridge

Key decision: No

Forward Plan ref: N/A

Outcome: To make a decision on whether or not to make permanent the installation of a Pedestrian and Cycle Zone (School Street Scheme) in Vinery Road and Vinery Way, Cambridge.

Recommendation: a) Approve the proposed Pedestrian and Cycle Zone (School Street Scheme) as advertised in Vinery Road & Vinery Way, Cambridge.
b) Inform the objectors accordingly

Officer contact:

Name: Sonia Hansen
Post: Traffic Manager
Email: Sonia.Hansen@Cambridgeshire.gov.uk
Tel:

Member contacts:

Names: Councillors Alex Beckett and Neil Shailer
Post: Chair/Vice-Chair
Email: alex.beckett@cambridgeshire.gov.uk
neil.shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 In 2020 Central Government empowered Local Authorities to develop and install temporary 'Active Travel' schemes in a bid to keep Britain moving at the height of the Covid-19 pandemic. Cambridgeshire County Council developed several schemes as a response including initiating 'School Streets'.
- 1.2 'School Streets' is an initiative that has steadily grown traction across the country and in several metropolitan areas such as London. Its aims include, but are not limited to, the improvement of safety around schools and encouraging active travel. During the pandemic a successfully implemented 'School Street' allowed vulnerable highways users the full width of the public highway to maintain social distancing during crowded times and without the hazard of motorised vehicles operating in the area.
- 1.3 At its heart a 'School Street' is a pedestrian and cycle zone within a given area of the public highway. This means that motorised vehicles are prohibited from accessing the zone at specific times during the day (unless exempt), typically around school peak times. Whilst a Traffic Regulation Order (TRO) is required to allow this operation to function, it is further supported by a group of volunteers from the local community who serve as traffic stewards, advising motorists about the rules of the zone and ensuring safety is maintained within the zone. Volunteer stewards are trained and supported by the Council's Road Safety Team, who also carry out routine inspections of sites so that consistent best practice is maintained.
- 1.4 The Council is progressing several School Street schemes concurrently. These are at Alconbury, Hartford (Huntingdon), Longstanton, Willingham, Park Street and Norfolk Street (both in Cambridge). Much of the TRO work has been completed on these schemes with work now at the target costing stage with the Council's term Highways Service Contractor, Milestone. Whilst delivery work is ongoing schools can continue to operate a School Street using temporary signs allocated to them.
- 1.5 The restriction being proposed for Vinery Road and Vinery Way is a Pedestrian and Cycle Zone whereby motor vehicles will be prohibited between 8.30-9.30 am and 2.45-3.45 pm, Monday-Friday during term time only. Exemptions will be provided for residents living within the zone, blue badge holders, taxis, and deliveries. During prohibited hours vehicles can be stewarded through the zone to get to their destinations as an added safety measure.
- 1.6 The School Street implemented in Vinery Road and Vinery Way in Cambridge during the pandemic directly supported the pupils and staff at St Philips Primary School. The Temporary Traffic Regulation Order that was enacted to allow for the School Street to occur has now lapsed. Due to the success of the scheme, a permanent TRO is now being sought, at the request of the school and its volunteers.

2. Main Issues

- 2.1 The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The public notice invites the public to formally support or object to the proposals in writing within a 21 day notice period.
- 2.2 The TRO was advertised in the Cambridge News on the 12th of January 2022. The statutory

consultation period ran from the 4th of February to the 25th of February 2022.

- 2.3 The statutory consultation resulted in hundreds of responses; a summary graph has been provided in Appendix 2. This shows the level of responses to the consultation. Appendix 3 provides a summary of comments and objections, together with the officer's response.
- 2.4 197 objected to the scheme with the main issues being access to property, the possibility that the nearby Post Office will close due to possible lack of custom and questioning the requirement for even having the TRO. This is juxtaposed with 504 respondents who support the making permanent of the scheme citing improvements to safety.
- 2.5 On the basis of this analysis the officer's recommendation is to make the scheme permanent.

3. Alignment with corporate priorities

3.1 Environment and Sustainability.

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

- Where a School Street is in operation local residents could benefit from a reduction in vehicular traffic, improved road safety, and an increase in active travel uptake.

3.2 Health and Care.

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

- Harmful emissions at School Street sites could be reduced by providing temporary respite for those who are nearby.

3.3 Places and Communities.

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

- The Council is supporting the community by empowering them to make improvements to the local highway.
- Parents and children could be encouraged to adopt active travel.
- Safety could be improved where a School Street operates.

3.4 Children and Young People.

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

- School Streets could encourage further uptake in active travel.
- Safety could be improved where a School Street operates.

3.5 Transport:

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

- Parents and children could be encouraged to adopt active travel.

4. Significant Implications

4.1 Resource Implications

The funding for this scheme is being obtained from the Active Travel Fund

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 statutory process for this proposal has been followed

4.4 Equality and Diversity Implications

The introduction of School Streets improves safety for vulnerable road users at peak times. Exemptions for blue badge holder access have been built into the TRO.

An Equality Impact Assessment has been completed previously for projects of this type and can be viewed in Appendix 4.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and City Councillors, the Police, and the Emergency Services. The Police offered no objections, and no comments were received from the other emergency services. Notices were placed in the local press, local residents and businesses were consulted. The proposal documents were made available for viewing on Cambridgeshire County Council's website.

4.6 Localism and Local Member Involvement

County Councillor and District Councillors were consulted. Cllr Shailer offered no comment while District Cllrs Mairead Healy and Dinah Pounds indicated support for the scheme. Former County Councillor Noel Kavanaugh indicated his support for the scheme as well.

4.7 Public Health Implications

There are no significant implications for this priority.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no significant implications for this priority.

4.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: Could encourage further use of active travel modes

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

Status: Neutral

Explanation: There are no significant implications for this priority.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no significant implications for this priority.

4.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no significant implications for this priority.

4.8.6 Implication 6: Air Pollution.

Status: Positive

Explanation: Could reduce air pollution in areas.

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

Status: Neutral

Explanation: There are no significant implications for this priority.

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 Head of Procurement? Yes

Name of Officer: Clare Ellis

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

Name of Officer: David Allatt

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

Name of Officer: Iain Green

5. Source documents guidance

5.1 Source documents

Draft Mapping

Draft TROs
Comments and responses from statutory consultations
Petition against proposal
Petition for proposal
No Car Zone Equality Impact Assessment (March 2022)

5.2 Location

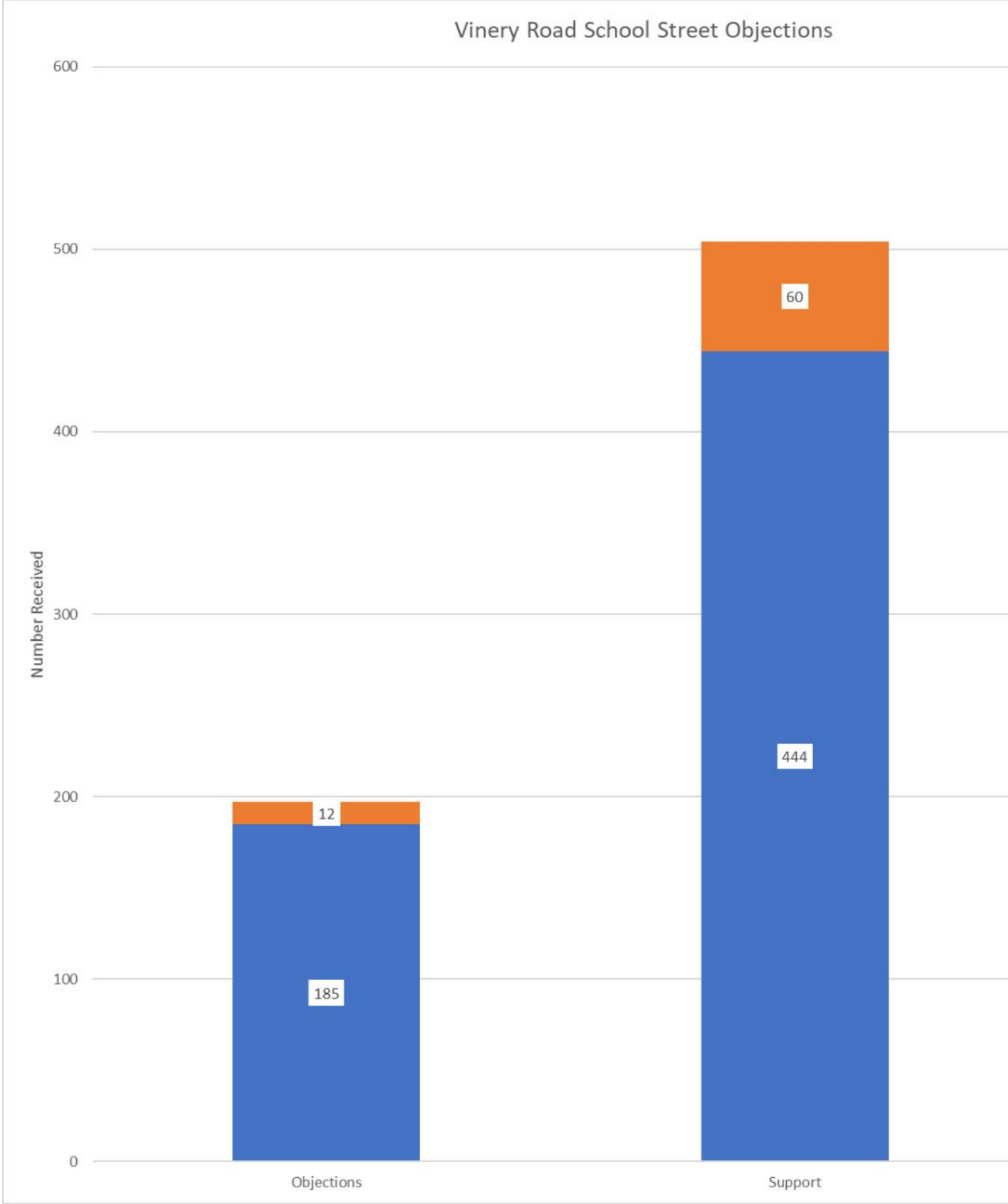
Cambridgeshire Highways
Stanton Way
Huntingdon
Cambridgeshire
PE29 6PY

Appendices

Appendix 1 - Map of TRO Area Vinery Road/Way, Cambridge



Appendix 2 - Graph of Consultation Responses



Appendix 3 Summary Table of Responses

Comments of Objection	Officer's Response
<p>I am living on a Vinery road and have a car, which means I have a lot of things to do using the car the whole day. This order would limit locals using the cars, which I find inadmissible.</p> <p>The timings are inconvenient and has forced us to park our vehicles outside the zone.</p>	<p>Residents within the zone are exempt from the provisions of the Order. Although access and egress may well be delayed due to the operation of the School Street.</p>
<p>a) Are you aware that many parents still drive to the school but stop on Coldham's Lane, which is itself hazardous for small children getting out of cars on a main road?</p> <p>b) As a resident we would of course need access during those times, coming and going.</p>	<p>a) The School Street scheme aims to improve safety in a very localised area. It is understood that parents will still pick up and drop off outside the zone and there may well be a variety of reasons for that occurrence.</p> <p>b) Residents within the zone will be exempt from the provisions of the Order.</p>
<p>I live on Vinery road and do not agree with continuing the closures at school times on my road, the argument that it helps pollution is rubbish you just pass it further up the road where parents are still parking, if anything the blockage you cause at the end of the road where it meets Coldhams Lane causes more mayhem and pollution.</p> <p>Spare a thought for disabled people like myself who relies on public transport to get around, I have to time when I can go out because the taxi has to go all the way around to get me to my home as I live opposite Vinery Park and costs me more money through no fault of my own.</p> <p>In short I am AGAINST the continued policy to close my road at school times.</p>	<p>There could well be benefits in the overall reduction of pollution through the encouragement of active travel modes to and from school. We cannot prevent parents from parking outside the zone if they choose to do so. Officers regularly visit the site and are in contact with volunteer coordinators, neither has reported a significant increase in congestion in the areas mentioned, and we have not received a significant level of complaints raising this as a concern. .</p> <p>Taxis and blue badge holders are exempt from the scheme and volunteers managing the scheme will allow these vehicles access when required. There's no need for the vehicle to take the detour described.</p>
<p>1. There is no information on how the proposed order would be controlled and enforced. Under Clauses 3, 4 & 5 the proposed order makes exception for a range of users requiring access to or from premises, and both on-and off-street parking, within the controlled zone. So far as I can see, these exceptions would essentially include any vehicle that may require "access to or from off-street parking or garaging at premises situate or land attached to premises on a road within the Pedestrian Zone & Cycle Zone" (Clause 5h) or "being used to gain access to on-street parking or leaving from on-street parking</p>	<p>The restriction is only enforceable by the Police. Volunteers manage the site and are there, not to carry out enforcement, but to advise motorists, and maintain safety in the area.</p> <p>A broad range of exemptions are required because the Vinery Road area has significant features that are not present in other sites. Namely the presence of businesses contained within the zone. These exemptions are required to balance out the needs of businesses and road safety within the zone. A simpler scheme banning access much more</p>

contained within the Pedestrian Zone & Cycle Zone” (Clause 5k).

2. Such a broad range of exceptions could be managed only by constant human monitoring and intervention at entry and exit points, and even then would appear to be impossible to enforce. The present temporary scheme has been implemented by volunteers – would this continue? If so then past experience has not been satisfactory. I am aware that on several occasions residents or tradesmen requiring access from Coldhams Lane to their properties on Vinery Road have been either denied entry or found access blocked by an unmanned barrier during control periods. On one occasion a person manning the barrier even challenged a resident who was leaving the zone on an ordinary pedal bicycle.

3. As presently conceived, it appears that about the only category of vehicle that would not be excepted under Clauses 3-5 would be through traffic between Vinery Way and the south section of Vinery Road. So it appears that a far simpler and more practicable solution would be just to erect and enforce a barrier to vehicle movements at the present “pinch point” on Vinery Road, just south of the St Philips School entrance. This could be combined with stricter enforcement of stopping and waiting at the existing controlled zones outside the school entrance as well as the existing one-way movement on the north section of Vinery Road, which is frequently abused.

As an owner-occupier of a property within the proposed zone I would be happy to support the principle of reducing, or so far as possible eliminating, vehicle movements around the school, subject to the exceptions proposed in the draft order. But for reasons stated above, this would appear to be both impracticable, unenforceable and largely unnecessary given that the objectives could be achieved by simpler means suggested under my point 3, above. It might be argued that this would not deter vehicles from dropping off schoolchildren outside the school entrance, but it seems to me that neither would the proposed order given its exceptions for gaining access to on-street parking.

broadly does not address the needs of local business. A balance can be found.

As with the introduction of any new scheme there will be teething issues and misinterpretations. The issues that you have raised are symptomatic of this and there have been very few complaints about the operation of the zone since its inception. There will be times where volunteers may not be directly available at their posts, and yes this may well be inconvenient; however, it is considered that the benefits outweigh the level of inconvenience caused.

<p>As a resident of Vinery Way I have a strong objection to the above closure of road at any time except for a local authority vehicle required in pursuance of statutory powers or duties.</p> <p>Article 5 This article denotes that no vehicle can enter the cycle and pedestrian zone except:</p> <p>e) Section 87 is only expressions and its meanings nothing to do with vehicle access.</p> <p>i) Section 55 of the Post Office Act 1953. Any person who fraudulently detains postal packets are liable to fines and imprisonment. Therefore, you need to inform Royal Mail and obtain approval in writing before this order can go through.</p> <p>(Other objections to provisions set out in the draft TRO, and enforcement issues)</p> <p>This order does not stop people accessing the road and there is no reason or obligation to obey this order. Therefore the order is ineffective in achieving its goals and should not proceed. If this order goes through it will cause endless</p>	<p>Section E of the TRO provides for access to the zone by Royal Mail vehicles.</p> <p>Section I of the TRO provides for access to premises within the zone in order to make deliveries. As the Highway Authority Cambridgeshire County Council does not require permission from Royal Mail to make law under the Road Traffic Regulation Act, neither is it required to consult with them directly; although in this instance they have been consulted. There is no intent to fraudulently detain a postal package neither has there been any incidences of such during the operation of the scheme.</p> <p>These provisions have been created to achieve a balance between the absolute needs of safety and the needs of local businesses and residents. Taxis, blue badge holders, residents, on street parking exemptions all exist (as an example) to allow as much activity to occur without compromising safety. It will be challenging to enforce the scheme, but what has been shown in the past two years, is that schemes require minimal enforcement by Police because they are managed effectively by volunteers. Volunteers and Police would still have to take motorists' requests for access through the zone at face value regardless of the provisions contained within the TRO. The only way around this is to issue permits to residents, making it a permit only zone and close some of the provisions of the TRO which would be detrimental for business.</p>

<p>arguments with the locals and cause more unnecessary policing which would be a waste of tax payers funds when policing is so underfunded.</p> <p>Alternative Solutions:</p> <p>There have not been any safety issues on this stretch of road nor incidents of child accidents with vehicles since I lived moved in to the area in 1987.</p> <p>Better use of public resources, by way of man power used by school to put barriers up, is to use the same manpower to see children cross roads safely.</p> <p>The school should engage with parents to arrange a one-way system i.e. parents who bring their children by car to drive down vinery road from entrance of Coldhams Lane, drop off children on junction of Vinery Way and Vinery Road and use the man power to see the children cross the street into the gates of the school.</p> <p>For the parents who walk children into the school there is a separate entrance on Coldhams Lane that does not need to be maned.</p> <p>This method is more cost effective and does not cost the city or its taxpayers any further burden.</p> <p>This is disruptive to locals who live and work round vinery Way.</p> <p>The temporary order that is in place 2020/C19/011 has had financial impact on the community Post office in the area and has followed that staff layoff has occurred and services reduced.</p> <p>The time of 2 hours in the day may not seem a long time but it is divesting to community shops.</p> <p>These new measures would be on top of several road measures in place at the moment which do currently affect the residence and their vehicles.</p> <p>This has a knock-on effect in that if it is not viable the Post Office and the convenience</p>	<p>The prohibited times only apply to vehicles attempting to enter the zone. If customers wish to enter the zone to access local business, they are still able to do so under the current provisions of the TRO, but will be stewarded through the zone. There is nothing preventing anyone from parking outside the zone, parking in a safe place, and walking to the shops or conducting other business within the zone.</p> <p>There may well be some added congestion on Coldham's Lane as a result of the scheme being in operation, however, during the time that the scheme has been live it has not been significant.</p> <p>Parents who must drive to pick up and drop off their children will have to do so outside the zone. Whilst this isn't ideal, there are other benefits to the scheme, including the encouragement of active travel modes.</p> <p>The provisions of the Order have been modified to allow for the type of activity that occurs on-street in such a way that also takes into account safety. This situation is unique, however, to view the TRO and the scheme as being ineffective or purely as a legislative stick are wrong and to make objections on this basis is also incorrect. This TRO and scheme in general is about changing motorists' attitudes to road safety, to access, to other road users. The TRO is a legislative tool that allows us to do this. In answer to this point specifically, whilst there have been incidences where volunteers, motorists and locals have had disagreements they have been very few and far between. There haven't been endless arguments, in fact the opposite has happened, people have been slowly more acceptant of the scheme and have changed their habits to suit.</p>
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store will close. Vinery Rd Post Office has been in the community since 1920,s (long before the school was built).

This community Post Office has had at least 2 battles to keep open and this order will impact its future. We should be doing all we can not to impede the progress of this great royal institution.

So also, for this reason I also object to the road closure and wish for this order to be rejected.

Conclusion

This order is a heavy hand approach to a simple solution outlined in alternative solutions section of this email.

The proposed order is solely to disturb businesses and residents

only and has no safety implications for children crossing the road. In fact, all I see is letting young impressionable children run around unsupervised on this pedestrianised road which will give them a false impression of safety causing them to run dangerously across at other non-pedestrianised roads. By redirecting the current adults that volunteer for the school, they can safely show by demonstrating how to safely cross the road as well as help to cross the Vinery Way junction. This order does not stop any vehicle in going on to this pedestrianised road without policing which is not cost effective for tax payers. Therefore please reject this order in its entire form as it is not cost effective in what little it achieves.

Road Traffic Regulation Act 1984 ("the Act")

1. Traffic regulation orders outside Greater London

(i)As you are allowing some traffic to enter the pedestrian zone this part of the act does not apply.

There are a number of measures already in place on these roads.

- Speed bumps slowing traffic down.
- Pelican crossing for safe crossing on Vinery Road
- Barriers at the junction of Vinery Way

The scheme proposed is cost effective. It is managed by volunteers from the local community. They are trained and supplied by the County Council and supported by legal mechanisms.

<p>and Vinery Rd next to school entrance.</p> <ul style="list-style-type: none"> • School No parking zone in front of school vehicle entrance gates. • One way on Vinery Rd from the entrance of Coldhams Lane. <p>With all these traffic measures is it really necessary to add more measures. Where will it ever stop on this small stretch of non-busy road.</p> <p>As I see it the school is the only body who supports this and it is the school's problem to solve not the highways or the road regulators.</p> <p>Please stop this unnecessary Order from proceeding any further.</p>	<p>The TRO specifically addresses business requirements and made provision for such activity.</p> <p>The whole idea behind a pedestrian zone is to ensure primacy of the pedestrian over the motor vehicle. There are Road Safety programmes conducted at the school that encourage practising good road sense.</p> <p>The presence of volunteers, who give advice, and ensure pedestrian safety is sufficient to prevent the abuse of such schemes.</p> <p>The scheme has achieved so much and has proved popular enough for people to express support for it to continue.</p>
Petition received objecting to 'road closure'	

Comments of Support	Officer's Comments
<p>I am writing in strong support of continuing the school street in Vinery Rd. In my opinion, everything possible should be done to encourage safe, active travel for our school children. Any inconvenience for drivers is extremely minor. Since the school street was introduced, I personally know people who have changed from driving to cycling to St Philips. Please don't jeopardise this for the sake of cars.</p>	Noted
<p>I wanted to write in support of the School Streets closure that happens every school day in term time, outside St Philip's Primary School, Cambridge.</p> <p>I'm writing both as a Governor of the school, but also as a parent of two children who attend the school. Really, I can't emphasise enough how important and positively impactful the School Streets closures have been. The vast majority of children attending the school do so by active travel – on foot or by bike – and the</p>	Noted

<p>daily closures have not only increased their safety on the way in to school and as they pour out of school, but have also massively improved the environment the children experience because of how it reduces traffic and the associated air and noise pollution.</p> <p>As we all recover from the effects of the pandemic, these sorts of practical initiatives, like the Schools Streets closures, are to be commended. They have minimal cost (because they're staffed by an active group of volunteers) but have maximum positive impact on the young children in our community. It keeps the air clean the our children safe. Our children deserve nothing less than a safe and healthy environment as they begin their learning journeys, and I sincerely hope that the School Streets closures will remain permanently in place.</p>	
<p>I regularly travel along Coldhams Lane and often use Vinery Road or Ross Street to access Mill Road. I have been delighted to see increasing numbers of families traveling to school on bicycles of all shapes and sizes since the school streets scheme was introduced. The traffic restriction is in place for a very short time each school day and has been no inconvenience to me at all but of great benefit to many children and families. I look forward to your not only continuing your support for this excellent scheme but introducing many more.</p>	Noted
<p>Before the School Streets scheme started a year or so ago, Vinery Way and Vinery Road were incredibly busy with motor traffic at both the morning and afternoon school runs. The narrow pavements near the school simply don't have the capacity for all the pedestrian traffic at these busy times and very young children were regularly in dangerous situations as a result.</p> <p>Since the School Streets scheme got under way, the experience of getting the kids to and from school has been transformed. During the brief closure to traffic, parents and children have plenty of space to travel without coming</p>	Noted

<p>into conflict with the cars and vans that previously caused such a hostile environment.</p> <p>The volunteers operating the closure are friendly and co-operative (letting vehicles pass where appropriate and necessary) and the vast majority of motorists and pedestrians seem to understand the benefits of the scheme. I very much hope that the scheme can become a permanent feature of our community.</p>	
<p>In my capacity of Headteacher of the school for the past five years, I can truly say that the closure of these roads over the past year and a half has made a significant difference to the safety of our children as they travel to and from school. It has been the best step forward to support our children's health and wellbeing in the last five years.</p> <p>Our staff and parents are very much in support of these closures, and visitors to the school, including other Headteachers, are impressed with the positive impact for the school community.</p> <p>We have a dedicated group of volunteers, made up of parents, governors and friends of the school, who give their time willingly to support these closures, despite a minority of the public who choose to express their frustrations towards them.</p> <p>We have communicated well with the delivery drivers and post office workers who need to access the roads for deliveries to the local shop, and they have been very considerate to move their timings to support this.</p> <p>Before the closures, either my site officer, or I would need to stay at the top of the school driveway to ensure that cars, vans, lorries would not park on the zig-zag lines (which were repainted in 2019 following my request). Children have been endangered as vehicles parked with little consideration for the school community, which meant that families and staff members were often put into situations where</p>	<p>Noted</p>

<p>there was conflict and confrontation with the drivers of these vehicles. This occurs frequently still during the school day as vehicles block the entrance to the school driveway with no due care or attention for the school or its community.</p> <p>It is not only the safety of the children which should be considered, but also the health gain for our families of not having exhaust fumes of vehicles that would leave engines running as they 'popped into the shop, for only a minute'. In addition, the majority of our families now walk or cycle to school, using pathways and roads that are safe and secure during the closures. This means that children are forming good, healthy habits from an early age.</p> <p>I am concerned to hear that there has been some local campaigners who are disappointed with this potential traffic order, especially as the feedback from local residents as well as delivery drivers has been, overall, considerate to the closures.</p> <p>We would be incredibly disappointed if this really positive initiative was stopped, just as it is becoming a natural part of the children's school day; the safety of the children of St Philip's School and Pre-School really must be paramount in this decision.</p>	
<p>It has been a challenging few years for children and parents. Rapid switches between mandatory school attendance and sudden loss of attachment figures and familiar routines in lockdown; constant changes to internal school schedules, routes and bubbles; classmates disappearing mysteriously and anxiety about contact; family distant; crucial community rituals missed; confused and stressed adults at every turn. As I watch my 5 and 8 year old attempt to regain their balance, I have no doubt that the impact on the pandemic on their mental health, social skills and education are still playing out, and will take several years to settle.</p> <p>In all the chaos, the School Streets scheme</p>	<p>Noted</p>

has been a rare beacon of hope. The moment when children leave their parents and enter school is hugely important for how their day progresses, and the importance of a 'good' goodbye can make so much difference. Parental stress, whether about running late, social distancing, or dodging traffic has a massive impact on how well supported the children feel as they make that leap into the school world. So, I'm sure you can imagine the effects of hurrying to school along crowded pavements, with aggressive rush-hour traffic, near-misses with scooting and cycling peers, and the scramble to stop and put on masks. Can you picture, too, what it is like to turn the corner from Coldham's Lane onto a Vinery Road closed by the school street? We turn away from the fumes which make me both desperate to hurry, and eager to avoid my children breathing deeply; the noise which make it hard to hear my daughter's fears about her day; and the cyclists on the pavement who keep me on constant high alert as my son weaves along on his scooter. A friendly volunteer greets us as we turn. Suddenly there is quiet and space. Neighbours and peers fan out, giving the children space to greet each other while still holding firmly onto their parents' hands. Sometimes they rush off with a friend while the parents follow up behind. Sometimes they stay close, giving a cautious wave to someone they know less well; the caregivers can draw abreast or drop apart in response to their children's cues. We can hear our children speak, and give them all our attention in answer. Teenagers heading to Coleridge weave through the littles ones on bikes, perhaps revisiting their past, waving at siblings or neighbours. As we round the corner onto Vinery Way, there is even more space, and a school representative chatting to a parent volunteer, the two worlds working seamlessly together. Pupils approaching on bikes and scooters have time and space to dismount, avoiding collisions with pedestrians. Some parents stand at a discreet distance in the road, able to watch children who want to practise independence, yet have needed a help walking to school, as they disappear up the school drive. There is space for prams, and

<p>for excited or heartbroken siblings to say goodbye. We parents greet each other. We grieve or celebrate saying goodbye for the day, or make plans to meet later in the park, or reflect on life as a parent trying to cope these days. We leave slowly, in no hurry, suddenly remembering something we needed from the shop. As we turn back to other duties, there is a small period of grace as we leave the car-free zone. The tiny space to breathe somehow gives us the message that our school is a special place, that our children are precious, and our work as their parents matters.</p> <p>It is hard to do the experience justice; I would recommend that you come and experience it for yourselves.</p> <p>I am sorry for the inconvenience to those who have to drive to work and would rather use the road as a rat-run, but not that sorry. They choose their lives in a way our children do not. What we know now about the impacts of air pollution on young lungs - recently in the news as 'everybody's problem' - cannot be unknown. I am sorry if the Post Office has lost business - it's a precious community asset to all, and I would do anything to rebuild relationships and support it. Personally I shop there far more now that I have time and space to think about what I might need, and I would love to know of other ways to help. I am sorry for those who suffer the inconvenience of having cars reversing in their drives. I think all of this has to be weighed against the immeasurable benefits to nearly 300 children and their parents, which is why I worked to compile and distribute some comments about the scheme (attached).</p> <p>There may be kinks to be ironed out, and there is certainly a need to widen the benefits of car-free, quiet, safe-air zones to reach more people. I am nonetheless hugely grateful for the scheme - to the volunteers for their incredible work, and the Council for its foresight. We will all be much, much the poorer if it the school street is scrapped.</p>	
<p>I am writing to support the traffic order to create a pedestrian and cyclist zone outside St Philip's primary school on Vinery Way twice a</p>	<p>Noted</p>

day. The St Philip's community is submitting the attached petitions in support of maintaining our school streets scheme at either end of the school day. We have collected 49 signatures on our paper petitions and are currently at 407 signatures in our online petition which can be found here (<https://www.change.org/p/cambridgeshire-county-council-keep-st-philip-s-school-streets>). I am attaching copies of both of these to this email.

As the coordinator for the School streets scheme I have worked hard to establish the current, temporary, closures at the start and end of the school day. I liaise with the council road safety team and the school to manage a safe zone that works well. Over the last 18 months I have been present for a large number of sessions (3, 4 or 5 times a week) and interacted with a huge number of people regarding the closure. I think it has been hugely beneficial and it is essential that it remains.

During the last 18 months the environment around the narrow school drive has hugely improved, becoming safer and less stressful for all the families who use the school. Often, when I arrive to set up the barriers there are cars parked on the yellow zig zags for a quick visit to the shop, there are vehicles turning in front of the width restriction, often reversing into the school entrance to achieve this, there are vehicles passing through to escape traffic build up on Coldhams lane or Mill rd. Often at speed due to the damage on the width restriction meaning it no longer serves its purpose. As soon as the barriers are in place, the road is calmer and ready for the arrival of the children and their families. It is their turn to use the space for a short part of the day to aid their active travel to school.

There are a number of families who were initially hesitant and reluctant about this initiative who now thoroughly embrace it. More children arrive by bike, foot or scooter. I have arranged a park and stride agreement with Sainsburys to allow families to park there and

walk to school if they live further away. All of this is in line with the County Councils aims of reducing car dependency across the region.

Drivers have expressed their frustrations, mainly because it is something they weren't expecting. The vast majority, when they understand why the road is closed, are supportive and ask further questions. Frequently wondering if it is something that could be used near their homes. I have been impressed how the delivery drivers to the Post Office have rearranged delivery times away from the school pick up and drop off times. A simple thing that should have happened years ago but is now in place. Many of our regular home delivery drivers are happy to park at the end of the road and walk their deliveries through. Some stop for a chat and enjoy the time out of their vehicles. Even the moped drivers with deliveries are now in the habit of switching their engines off and pushing as they pass through. It is incredible the adjustments people can make and are willing to do to accommodate a safe space for a short period every day.

I would love to see schemes like this implemented at more schools across the County. The scheme requires a huge amount of volunteer time to operate and so I can see that schools without the body of volunteer support that St Philip's experiences would currently find this difficult. In some London Boroughs, where a large proportion of the primary schools operate these schemes, they are often controlled by ANPR cameras. Vehicles registered to a property within the closure area, or on an approved list, are permitted access but all others are issued with a penalty (<https://hackney.gov.uk/school-streets>). We are happy to continue operating as a team of volunteers here but urge the Council to consider this if it is serious about making this more accessible to a greater number of schools. Having gained a lot of recent experience on School Streets I would be happy to offer help and advice to other schools or the Council on rolling this out further.

Thank you for your continued support in keeping our School Streets scheme operating,	
Petition of support	

Appendix 4 Equality Impact Statement



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:	
Transport Strategy & Network Management – Road Safety		Name:	Lyn Hesse
Proposal being assessed:		Job Title:	Senior Road Safety Officer
No Car Zones / School Streets		Contact details:	Lyn.hesse@cambridgeshire.gov.uk
Business Plan Proposal Number: (if relevant)		Date commenced:	03/03/2022
		Date completed:	03/03/2022
Key service delivery objectives:			

Include a brief summary of the current service or arrangements in this area to meet these objectives, to allow reviewers to understand context.

The Council's Road Safety Team offers a programme of resources to support safe and sustainable travel to school, in particular focusing on overcoming safety barriers to active travel.

As part of this programme, trials have been undertaken of both 'no car zones' and 'school streets' schemes to restrict traffic outside schools at start and finish times, creating more space for those walking and cycling and a safer environment for these active modes.

'No car zones' are where signage is installed only, relying on individual compliance with the signed restrictions during their times of operation.

'School streets' involve volunteers putting out signage and barriers as part of the restriction.

Both schemes are supported by Traffic Regulation Orders (TROs) with the trials being undertaken through either temporary or experimental TROs.

Key service outcomes:

Describe the outcomes the service is working to achieve

The service aims to achieve an increase in travel to school by active travel modes and a reduction in travel to school by car. This supports wider Council objectives around physical activity, climate change and air quality.

The service also aims to reduce the number of people killed or seriously injured on the county's road network.

The service has also embraced the Think Communities approach and is providing communities with the tools and support to tackle local issues themselves.

What is the proposal?

Describe what is changing and why

Following a successful trial of No Car Zones and School Streets proposals are being put forward to enable wider use of the schemes where the school and community want them.

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.

Research undertaken by University of Cambridge alongside the 'No car zones' trial, including consultation with schools, parents, residents and local businesses.

Feedback and observations from school streets schemes implemented using the Emergency Active Travel Fund from the Department for Transport (DfT).

Reports and feedback from similar schemes nationally e.g. Birmingham, Hackney, Solihull.

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?

The evidence is from a small number of schemes so may not be representative of all schools or local communities. This is why local consultation and community support in proposing potential scheme sites is important for any new schemes to be taken forward, in addition to full assessments from Council officers to consider potential unintended consequences at each individual location.

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

The proposal would be to make the scheme available countywide but locations would require assessment as to their suitability for this type of scheme in relation to unintended consequences and risks associated with specific road layouts or traffic behaviours.

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 type="checkbox"/>	*	Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	*	Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>			
	Rural isolation	<input checked="" 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
<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>
<p>Data for analyses consisted of new data collected specifically for this project as well as other data from the County and City Councils. New data were collected using a range of methods to ensure strengths and limitations of specific methods were outweighed by others and to give a broad picture. These included:</p> <ul style="list-style-type: none">- Online survey responses from 455 participants which included parents, staff, residents and business owners available between May 2021 and July 2021- 13 interviews with a sample of parents, senior school staff, residents and business owners, primarily sampling from those who completed online surveys (April 2021 to July 2021)

- Hands up surveys with school pupils in attendance at two schools before (April 2021) and after (June 2021) scheme was implemented
- Observations and audits outside schools by researchers to assess environmental conditions and potential impacts on several days and at different times before (December, Jan and Feb) and after (April and May) the implementation of the scheme

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.

Consultation through Traffic Regulation Order process in the trial.

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.

From the research undertaken the following benefits for specific groups were identified:

- Active travel (walking/cycling) increased slightly at both trial schools showing a small health benefit to those children and their parents
- The safety of the area outside the schools improved, reducing the risk of injury to children, parents and other road users at these times

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.

From the research undertaken the following negative outcomes were identified:

- Where non-compliant driver behaviour occurred this was observed at higher speed, increasing risk of injury to children, parents and other road users if this was the case.

It is also known negative perceptions exist around access to the area for residents, people with disabilities, or for carers and the potential increase in journey times for people needing to use cars/taxis to travel to or around the affected area. Evidence to support or reject these potential impacts was not available from the trial data as traffic patterns changed during the trial due to the pandemic, therefore they are included as potentially negative for transparency.

How will the process of change be managed?
<p><i>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.</i></p>
<p>All new schemes will require local support to be put forward and therefore have an element of community support at the outset.</p> <p>All schemes will require access to properties within the restriction to be maintained for residents, although they will be encouraged to avoid school times if possible. Access to the schools and any affected businesses will be maintained for disabled badge holders.</p> <p>Risk assessments will be undertaken by Council officers to ensure locations are suitable before they are approved for implementation.</p> <p>All schemes will require local consultation related to the TRO.</p>
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?

It has been identified in the trials that the schemes work best when they have community ownership, with volunteers operating the schemes allowing them to engage with those who require assistance/access while maintaining safety.

Monitoring and feedback will be based on any potential site-specific risks identified, such as long alternative routes, as well as results of the consultation at the scheme implementation stage.

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
Reduced safety from non compliant road users	Children (and their parents)	M	<p>Volunteer-operated schemes use barriers and escort any vehicles requiring access reducing likelihood of non-compliance – these will be encouraged as the best-practice model.</p> <p>Enforcement likely to be infrequent base</p>	Road Safety Team	ongoing	In proposal

			<p>d on threat, risk and harm assessment against other enforcement priorities but could be enhanced through Civil Enforcement in Civil Parking Enforcement areas if Traffic Management Act part 6 powers are requested.</p>			
<p>Potential increased journey times for vehicle users needing to travel through the area – and potential impact on taxi fares</p>	<p>Poverty & disabled</p>	<p>L</p>	<p>In most cases this is expected to be minimal as school locations will mainly be away from main through routes and those on main roads are unlikely to be in scope – if a through route location is proposed the consultation will need to engage these users to understand any potential need for mitigation</p>	<p>Road Safety Team / Policy and Regulation Team</p>	<p>As required</p>	

Section 5: Approval

Name of person who completed this EIA:	Lyn Hesse	Name of person who approves this EIA:	David Allatt
Signature:		Signature:	
Job title:	Senior Road Safety Officer	Job title: <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Assistant Director – Transport Strategy and Network Management
Date:	03/03/2022	Date:	11/03/2022

A505 Royston to Granta Park Study

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The purpose of this report is to update the committee about the progress of the A505 Royston to Granta Park study

Recommendation: That the Committee:

- a) notes the updated position on the A505 Royston to Granta Park study;
- b) endorses the County Council's proposal to submit a bid for funding to the Cambridgeshire and Peterborough Combined Authority (CPCA) and to carry out the work set out in this report;
- c) delegates the decision to enter into an appropriate Grant Funding Agreement with the CPCA to the Executive Director Place and Economy in consultation with Chair and Vice Chair of this committee; and
- d) nominates three members of the committee to sit on the Member Steering Group for the study

Officer contact:

Name: Matthew Bowles
Post: Lead Transport & Infrastructure Officer, Transport Strategy and Funding
Email: Matthew.Bowles@cambridgeshire.gov.uk
Tel: 01223 706722

Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair
Email: Alex.Beckett@cambridgeshire.gov.uk
Neil.Shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background
 - 1.1 The Royston to Granta Park Strategic Growth and Transport study was commissioned by Cambridgeshire County Council (CCC) with funding of £1M from the Cambridgeshire and Peterborough Combined Authority (CPCA) agreed in 2019.
 - 1.2 The study addresses future transport and growth plans in the area shown in the map in Appendix A to this report, considering the needs of the internationally important science / innovation parks in the area, and, the busy and congested road network, and the opportunities afforded by existing and planned public transport and Active Travel networks. The study seeks to identify interventions that will meet the following objectives:
 1. Provide for essential journeys which enable economic growth, including local, national and international job creation and housing development.
 2. Contribute towards achieving net zero carbon in the delivery and operation of the scheme.
 3. Promote the use of sustainable modes of transport by providing attractive alternatives to the private car, helping to provide transport networks that are fast/direct, safe, affordable, connected and resilient
 4. Significantly improve journey times and reliability across the study area against a 2018 baseline by 2050.
 5. Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.
 6. Introduce safety improvements to areas with high incidences of road traffic collisions.
 7. Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities
 - 1.2 The commission was proposed to be split into two stages, with stage 1 having been delivered and reported to the Council's Highways and Transport committee in [Council's Highways and Transport committee](#) in September 2021 and to the [CPCA Transport & Infrastructure committee](#), also in September 2021.
 - 1.3 Work to date has delivered a wide-ranging multi-modal study which made initial recommendations on a range of transport schemes for further assessment to identify a package of measures needed to address existing transport issues and accommodate planned growth in the area, as detailed below:
 - A Transport Audit Report.
 - A Transport Modelling Report.
 - A Preliminary Options Assessment Report.
 - A Preliminary Strategic Outline Business Case for the overall package of interventions between Royston and Granta Park.
 - 1.4 It is proposed to undertake further work that will take the study through to a completed Strategic Outline Business Case (SOBC). Around £500k of the original £1M funding approved by the CPCA has been spent on the study work detailed in paragraph 1.3 above. The CPCA has not formally confirmed to the County Council whether the remaining ~£500k is still available.

2. Main Issues

- 2.1 Since the A505 Royston to Granta Park study was commissioned in 2019 and the technical work for part 1 of the study carried out, a number of important changes have occurred.
- There have been changes in administration at both the CPCA, with a new Mayor, and at CCC.
 - The Covid-19 pandemic and the subsequent prevalence in remote working continues to alter travel patterns.
 - There have been major changes in the funding of and use of public transport due to the pandemic, and the plans of the CPCA and the Greater Cambridge Partnership with regard to the bus network have evolved.
 - There has been a stronger policy focus both nationally and locally on meeting Carbon and Climate Change targets, along with a corresponding focus on Active Travel modes.
 - Growth proposals for the area have developed with a new Local Plan being prepared by the Greater Cambridge Planning Service.
 - The CPCA have also developed and adopted an assurance framework since the A505 study stage 1 began.
- 2.2 CCC have been working with the consultant appointed to support the study, Stantec, on delivering a proposal to move forward with the SOBC. A review of the aims, objectives and outcomes from stage 1, in light of the many changes since the inception of the study is being undertaken. This is running alongside the development of a programme of works and the development of an updated cost estimate, so that this can be submitted to the CPCA for consideration of funding. It is proposed to submit a new request for funding to the CPCA with a view to work beginning at the end of 2022.
- 2.3 Work to date has been guided by a Member Steering Group (MSG), with representatives from Cambridgeshire County Council and South Cambridgeshire District Council (3 Members each), and from Essex County and Hertfordshire County Councils and Uttlesford and North Hertfordshire District Councils (1 Member each).
- 2.4 As there has been a change in administration at the County Council since the MSG was first constituted, Committee are asked to nominate 3 Members to sit on the MSG, which would be reconvened as and when funding is confirmed and the work on the Strategic Outline Business Case commences.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.

3.2 Health and Care

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Introduce safety improvements to areas with high incidences of road traffic collisions.

3.3 Places and Communities

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.
 - Introduce safety improvements to areas with high incidences of road traffic collisions.
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities

3.4 Children and Young People

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities

3.5 Transport

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

- The whole study aims to improve transport on the A505 Royston to Granta Park corridor. This includes for residents, workers and visitors in the area.
- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities

4. Significant Implications

4.1 Resource Implications

The study work to date has been funded by the CPCA, and funding to complete the Strategic Outline Business Case will be sought from the CPCA.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- County Council procurement rules will be adhered to when appointing consultants to undertake this study.
- It is anticipated that the work to undertake the Strategic Outline Business will cost less than £500k. Should the revised estimate for the work exceed this value, a paper will be brought back to committee for approval for the work.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

An Equality impact assessment will be undertaken for the Strategic Outline Business Case.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

A Member Steering Group has guided the work to date and to provide regular local Member input. Given the change in administration at the County Council, new nominations for the Member Steering Group will be needed.

4.7 Public Health Implications

The Strategic Outline Business Case will develop a multi-modal package of measures to improve travel and reduce congestion in the study area. This is likely to include measures to improve the active travel network as well as multi-modal measures aimed at creating a mode shift away from the private car with associated public health benefits for levels of physical activity and air quality.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: **Neutral**

Explanation: The proposals do not involve provision of or alteration to buildings.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: **Positive, potential for negative**

Explanation: The recommendations of the technical work to date set out the options for a package of primarily sustainable transport measures to improve accessibility in the study area by active travel and public transport, reducing reliance on the private car. Major road options have not been recommended to be taken forward at this stage from a technical perspective, although the Member Steering Group has requested that they are taken forward into the next stage of assessment work. If these options are progressed, they would be likely to reduce the impact of the sustainable transport measures, and in the case of the

all-movements junction at junction 9 of the M11, could lead to significant extra mileage for some existing vehicular trips.

- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive/neutral/negative Status: **Neutral / to be determined**
Explanation: New transport infrastructure has the potential for impacts on the areas covered by this implication, and these will need to be assessed in detail should proposals be taken forward. The policy position of the Council in relation to such impacts is generally for net-gain to be achieved.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status:
Explanation: There are no identified impacts in this area.
- 4.8.5 Implication 5: Water use, availability and management:
Positive/neutral/negative Status: **Neutral**
Explanation: There are no identified impacts in this area at this stage of the study, and there would be an expectation that any issues identified in further development work would be addressed in scheme design.
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: **Slight positive / Neutral, potential for negative**
Explanation: The proposals set out in the technical recommendations have the potential to reduce vehicular emissions of nitrogen oxides and fine particles by catering for existing and new travel demand by walking / cycling and public transport. As noted in 4.8.2 above, major road improvement options have the potential to increase vehicular traffic and trip distances and could therefore lead to an increase of emissions of these pollutants
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: **Neutral**
Explanation: There are no identified impacts in this area.

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: Clare Ellis

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: David Allatt

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: David Allatt

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

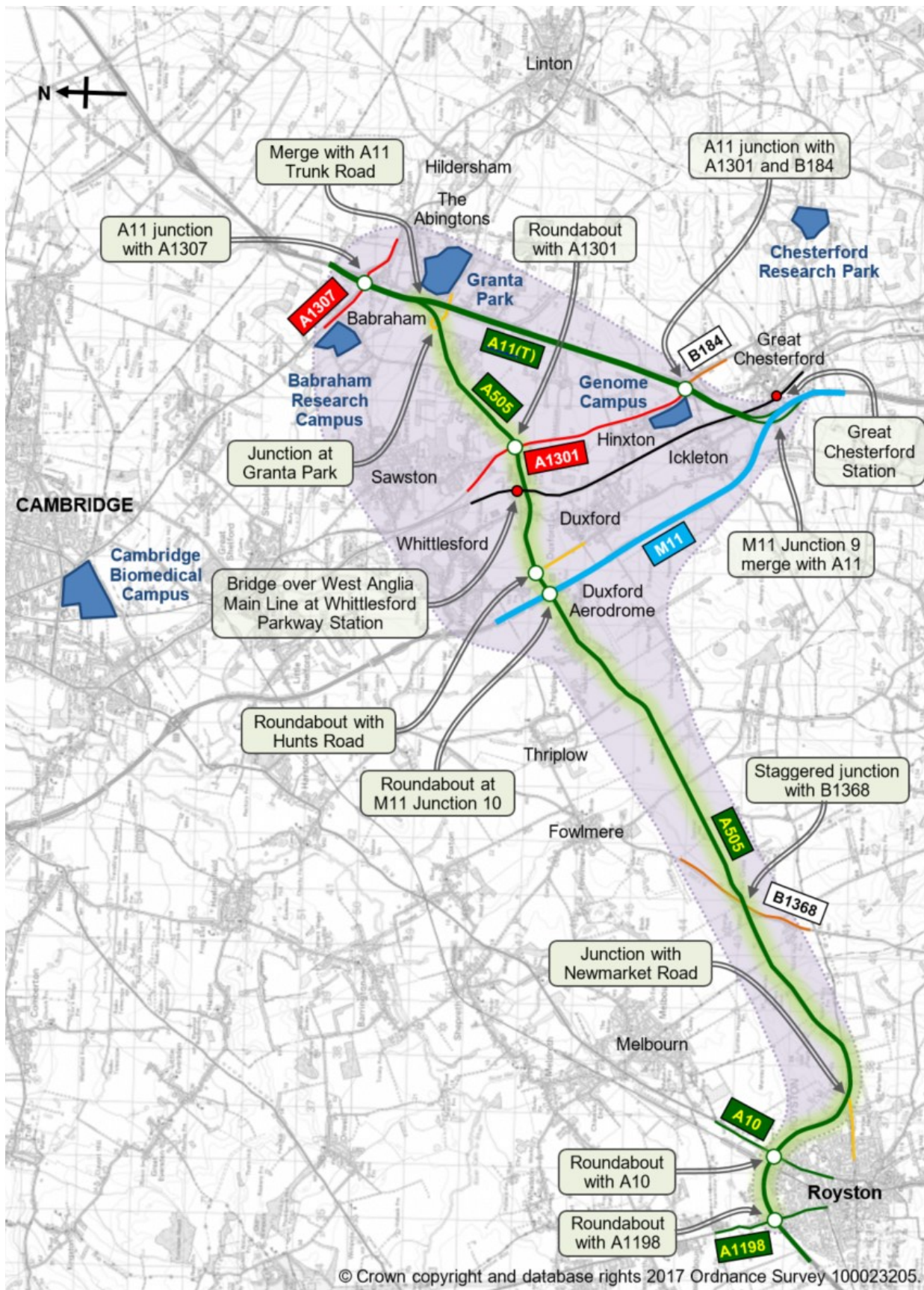
Name of Officer: Iain Green

5. Source documents guidance

5.1 Source documents

None

Appendix A Study Area



Greater Cambridge Partnership's Programme for the Review of Mill Road, Cambridge

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: To receive the recommendations of Greater Cambridge Partnership's (GCP) review of Mill Road within the context of its City Access work.

Recommendation:

1. Note the review undertaken by the GCP of Mill Road;
2. Agree to consult on a Traffic Regulation Order (TRO) to reinstate the modal filter on Mill Road;
3. Agree to consult on exemptions to the TRO, including disabled residents and taxis;
4. Agree to work with the Combined Authority and GCP to develop a public realm improvement scheme along Mill Road;
5. Agree to monitor and review traffic levels in surrounding streets should the modal filter on Mill Road be reintroduced; and
6. Continue to work with GCP on the Network Hierarchy Review of the Cambridge road network.

Officer contact:

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Post: Assistant Director: Transport Strategy & Network Management

Email: david.allatt@cambridgeshire.gov.uk

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Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer

Post: Chair/Vice-Chair

Email: Alex.Beckett@cambridgeshire.gov.uk

Neil.Shailer@cambridgeshire.gov.uk

Tel: 01223 706398

1. Background

Mill Road

- 1.1 At the meeting on 27 July the Highways and Transport Committee considered the Mill Road, Cambridge Experimental Traffic Regulation Order (ETRO). The Committee resolved to remove the restriction and undertake a full review and consultation on the options and use of Mill Road, in the light of further work to manage city access, in particular the Network Hierarchy review, adopting the holistic approach as outlined in the report and to instruct officers to consider funding opportunities to carry out further consultation and development of a plan to address issues in Mill Road.
- 1.2 The Committee further resolved at its meeting of 4 November to request that the Greater Cambridge Partnership (GCP) undertake the work to review and consult on options for Mill Road and asked GCP to carry it out within the context of its City Access proposals. The Committee requested that the GCP seek to expedite this work and update the Committee on the emerging programme at the December meeting. This report provides an update on the GCP's review and recommendations to the County Council.
- 1.3 The Mill Road filter project offers an opportunity to establish a template for future scheme monitoring, assessment and review with a particular focus on the implications and mitigations for alternative routes.

The City Access Strategy

- 1.4 As part of its programme of works, the GCP has developed a public transport improvements strategy and a city access strategy that sit at the heart of the City Deal, aiming to address some of the major pressures on the local economy by reducing congestion and pollution, and by providing people with better, healthier, more sustainable options for their journeys – key objectives of the Cambridgeshire and Peterborough Local Transport Plan.¹ Taking action on these issues is a key part of supporting a green recovery.
- 1.5 The GCP has undertaken detailed work to understand these issues, alongside comprehensive public and stakeholder engagement activities, and to develop a vision for the future
- 1.6 The City Access work encompasses a number of activities to support delivery of these objectives, including active travel, integrated parking and network hierarchy plans (in partnership with the County Council), traffic signals pilots, bus improvement projects and supporting the County Council in delivery of Experimental Traffic Regulation Orders (ETROs) as part of the Emergency Active Travel Schemes programme. The review of Mill Road was undertaken in this context.

Network Hierarchy Review

- 1.7 A key component of the City Access programme is a review of Cambridge's road network. Developing a new road network hierarchy for Cambridge presents an opportunity to make better use of our road space to increase the number of journeys made by public and active

¹ <https://bit.ly/3mRfBEj>

transport. Alongside wider city access work streams, it seeks to improve bus journey times and reliability, facilitate more frequent services and create a better, safer environment for people walking, cycling and using other active travel modes.

- 1.8 The current road classification in Cambridge was last reviewed in the early 1980s when the M11 western bypass and A14 (formerly A45) northern bypasses were opened. At that time the focus was on directing motorists towards the most suitable routes for reaching their destination by identifying roads that were considered the best suited for traffic.
- 1.9 Since that time there has been a considerable shift in transport policy, physical changes to the road network in the city and travel habits that need to be better reflected in the way that the city road network is managed and operated. Local transport policy through the Cambridgeshire and Peterborough Local Transport Plan (LTP) supports the importance of sustainable travel in reducing congestion, improving air quality and tackling issues of climate change. The review offers an opportunity to make a fundamental change to the way that the road network facilitates travel in the city through a step change in the allocation of road-space for public transport and active travel (walking and cycling).
- 1.10 By better managing traffic access, the review offers an opportunity to develop a city centre that has place-making at its core, with more pleasant spaces to visit and spend time, cleaner air and a safer environment for vulnerable road users. The review therefore supports the introduction of further modal filter measures, and the like, to promote walking, cycling and public transport.
- 1.11 Public consultation is an essential component in shaping the new hierarchy. A consultation is currently underway, and this process will help shape a final network hierarchy proposal with a report brought to a future meeting of the Highways and Transport Committee.

Review of Mill Road

- 1.12 The priorities for the Mill Road Project are to review, design and develop deliverable proposals in line with the County Council's extant Highways and Transport Committee decision.
- 1.13 In the context of the City Access proposals, the GCP review of Mill Road sought to achieve the widest possible exposure of proposals, demonstrate how proposals for Mill road will work with the City Access proposals to deliver a wholesale improvement in congestion and air quality without compromising access for various groups, and to deliver a technically and procedurally sound solution for Mill Road. This included assurance of the public consultation process.
- 1.14 The process commenced early in 2022 and key activities included;
 - Independently facilitated focus groups of key local stakeholders – MillRd4People, Local Traders, Camcycle etc and representative sample of the public
 - Review of options and identification of “quick wins”
 - Public consultation to sift options and quick wins

Public Consultation

- 1.15 Between 07 February and 21 March 2022 the Greater Cambridge Partnership (GCP) held an extensive consultation on a scheme to develop options for improvements to Mill Road. The full consultation report is appended to this report, Appendix 1. The key highlights of the consultation include;
- ‘Congestion’ was the most important issue respondents felt was affecting Mill Road
 - The majority of respondents opposed ‘Theme 1: Do nothing’
 - The majority of respondents supported ‘Theme 2: Improve the quality of the place’ and ‘Theme 3: Changes to traffic and access in the medium and long term’
 - The majority of respondents supported:
 - ‘Restricting motor vehicles from crossing Mill Road bridge
 - ‘Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs’
 - A great number of detailed comments were received, from which the most common areas of discussion were:
 - That closing Mill Road to motorised traffic would benefit residents, businesses and cycling/pedestrian safety. However, exemptions were felt to be needed for those with disabilities, businesses, buses, and residents.
 - That motorised traffic parking on pavements and speeding were responsible for safety and congestion issues on Mill Road, with improved enforcement of rules required to curb this behaviour.
 - That improvements to the width and general maintenance of the paths were needed to provide space and safety increases for pedestrians, particularly those using mobility aids.
 - That closing Mill Road to motorised traffic would cause increased congestion on nearby streets, negatively impact on businesses and residents in the area. Alternative suggestions included making restrictions time limited or making Mill Road a one-way street for motorised traffic.
- 1.16 The public consultation is therefore clearly supporting a re-instatement of the Mill Road modal filter, but with some important caveats. There is considerable support for a more nuanced position on the closure; allowing exemptions for example, for disabled residents or taxis. Such exemptions are reflective of the GCP’s City Access proposals, tackling air quality and congestion without compromising access. The Network Hierarchy review includes proposals for managing access for taxis and disabled residents.
- 1.17 The workshops and public consultation also clearly supported an improvement in the local environment along Mill Road. This would enhance the public realm, walking, cycling and local parking provision along the road. An area improvement scheme would also support local businesses by further enhancing the character and attractiveness of the area.

Traffic Data

- 1.18 A review of the traffic data has been undertaken as part of the GCP review. The full report is appended to this report, Appendix 2. In summary, the Mill Road scheme was undertaken at the height of the pandemic when traffic volumes were considerably lower and travel

patterns very different to normal. Conclusions cannot therefore be drawn on the impact on surrounding roads as a result of the closure. It is therefore important that in taking forward any closure on Mill Road, the County Council should closely monitor the impact on the surrounding area and feed those results into the ongoing Network Hierarchy Review work.

2. Alignment with corporate priorities

2.1 Environment and Sustainability

The City Deal and associated City Access Strategy seeks to reduce congestion and pollution, and by providing people with better, healthier, more sustainable options for their journeys

2.2 Health and Care

The City Deal and associated City Access Strategy seeks to reduce congestion and pollution, and by providing people with better, healthier, more sustainable options for their journeys

2.3 Places and Communities

There are no significant implications for this priority.

2.4 Children and Young People

There are no significant implications for this priority

2.5 Transport

The City Deal and associated City Access Strategy seeks to reduce congestion and pollution, improve air quality and contribute to net-zero, and by providing people with better, healthier, more sustainable options for their journeys.

3. Significant Implications

3.1 Resource Implications

There are no significant implications for this priority.

3.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

3.3 Statutory, Legal and Risk Implications

The GCP consultation and associated decisions will be carried out in a procedurally sound way.

3.4 Equality and Diversity Implications

Equality and diversity will be a key consideration of the consultation and associated options.

3.5 Engagement and Communications Implications

See 1.7 and 1.8

3.6 Localism and Local Member Involvement.

Significant local involvement through consultation.

3.7 Public Health Implications

Public Health will be considered through the consultation.

3.8 Environment and Climate Change Implications on Priority Areas

3.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: There are no significant implications within this category

3.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: The City Deal proposals seek to deliver more sustainable transport solutions

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

Neutral Status:

Explanation: There are no significant implications within this category

3.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: There are no significant implications within this category

3.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: There are no significant implications within this category

3.8.6 Implication 6: Air Pollution.

Neutral Status:

Explanation: The City Deal proposals seek to tackle air pollution

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

Neutral Status:

Explanation: There are no 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 Head of Procurement? Yes
Name of Officer: Clare Ellis

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: David Allatt

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: David Allatt

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

4. Source documents

- 4.1 Mill Road Spring 2022 Consultation: Summary Report of Consultation Findings- Appendix 1
Mill Road Bridge Traffic Review – Appendix 2

Appendix 1

Produced by the Cambridgeshire Research Group



Mill Road Spring 2022 Consultation: Summary Report of Consultation Findings

Final

May 2022

'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.

All the output of the team and that of our partners is published on our dedicated website

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For more information about the team phone 01223 715300

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Executive Summary

Between 07 February and 21 March 2022 the Greater Cambridge Partnership (GCP) held an extensive consultation on a scheme to develop options for improvements to Mill Road.

The key findings of this piece of work are:

- Analysis of the geographical spread ([see figure 7](#)) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- 'Congestion' was the most important issue respondents felt was affecting Mill Road from a choice of five.
- The majority of respondents opposed 'Theme 1: Do nothing'
- The majority of respondents supported 'Theme 2: Improve the quality of the place' and 'Theme 3: Changes to traffic and access in the medium and long term'.
- The majority of respondents felt the following functions were important for Mill Road in the future:
 - 'Leisure destination: bars/cafes/restaurants'
 - 'Shopping destination'
 - 'Thoroughfare: to get to other places in the city/outside the city by bike'
 - 'Residential area'
 - 'Social and cultural destination: arts/faith/meeting places to spend time'
 - 'Thoroughfare: to get to other places in the city/outside the city on foot'
 - 'Leisure destination: parklets/outdoor recreation space'.
- The majority of respondents supported:
 - 'Restricting motor vehicles from crossing Mill Road bridge
 - 'Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs'
- A great deal of detailed comments were received, from which the most common areas of discussion were:
 - That closing Mill Road to motorised traffic would benefit residents, businesses and cycling/pedestrian safety. However, exemptions were felt to be needed for those with disabilities, businesses, buses, and residents.
 - That motorised traffic parking on pavements and speeding were responsible for safety and congestion issues on Mill Road, with improved enforcement of rules required to curb this behaviour.

- That improvements to the width and general maintenance of the paths were needed to provide space and safety increases for pedestrians, particularly those using mobility aids.
 - That closing Mill Road to motorised traffic would cause increased congestion on nearby streets, negatively impact on businesses and residents in the area. Alternative suggestions included making restrictions time limited or making Mill Road a one-way street for motorised traffic.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 3,500 consultation leaflets.

4 (3 online and 1 in-person) drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 1,986 complete responses in total recorded. A large amount of qualitative feedback was gathered via the questionnaire, via email, letters, and social media and at other meetings.

This report summarises the core 1,986 online and written responses to the consultation survey and the 70 additional written responses received.

Key findings

Relationship and experiences with Mill Road

Quantitative

- 1,971 respondents answered the question on what their usage of/relationship to Mill Road was.
 - Half of respondents indicated they 'Live on a street directly off Mill Road' (50%)
 - Under a third of respondents indicated they 'Visit Mill Road (for shopping, leisure, religious purposes, medical appointments, etc)' (30%)
- 1,952 respondents answered the question on which side of the Mill Road railway bridge they lived/worked/had a business on.
 - Just over half indicated they lived/worked/had a business on the 'East Side: Romsey (Mill Road bridge to Perne Road/Brooks Road A1134)' (51%)
 - Just under a third indicated they lived/worked/had a business on the 'West side: Petersfield (Mill Road bridge to Parker's Piece)' (32%)
- 1,969 respondents answered the question on how far they agreed or disagreed with 17 statements about Mill Road at the time of the survey, with no restriction on traffic movement.

- The majority of respondents 'strongly agreed' or 'agreed' with the following statements:
 - 'It is a good place for shops, restaurants and leisure facilities' (86%)
 - 'Cycling can be unsafe because of the traffic' (80%)
 - 'Air pollution caused by motor traffic is a problem' (76%)
 - 'There is too much motor traffic' (76%)
 - 'There is a strong sense of community feel, including between local people and local businesses and organisations' (70%)
 - 'It is a good place for public venues such as churches, mosques and community centres' (68%)
 - 'I would cycle on Mill Road if there was less traffic' (65%)
 - 'It is easy to walk to shops, restaurants and leisure facilities' (57%)
- Over half of respondents 'strongly agreed' or 'agreed' with the statement 'Walking is unsafe because of the traffic' (52%)
 - Just under a third 'disagreed' or 'strongly disagreed' with this statement (32%)
- The majority of respondents 'strongly disagreed' or 'disagreed' with the following statements:
 - 'Motor traffic is not a problem' (76%)
 - 'The area is pleasant for cycling' (74%)
 - 'There are good quality pavements for walking' (72%)
 - 'There are enough places to stop and rest/relax outdoors' (65%)
 - 'The area is pleasant for walking' (65%)
- Just under half of respondents 'strongly disagreed' or 'disagreed' with the statement 'There are enough safe places to cross on foot' (49%)
 - Under two fifths 'strongly agreed' or 'agreed' with this statement (38%)
- Over half of respondents 'neither agreed nor disagreed' with the statement 'The bus service is good and reliable' (54%)
 - Just under a third 'strongly disagreed' or 'disagreed' with this statement (32%)
- Respondents were not clear on their agreement or disagreement with the statement 'I will not cycle on Mill Road because of the traffic', with just over two fifths indicating they 'strongly disagreed' or 'disagreed' with this statement (41%) and just under two fifths indicating they 'strongly agreed' or 'agreed' with it (39%)
- 1,950 respondents answered the question on how far they agreed or disagreed with 17 statements about Mill Road when traffic restrictions were in place.
 - The majority of respondents 'strongly agreed' or 'agreed' with the following statements:
 - 'It is a good place for shops, restaurants and leisure facilities' (86%)
 - 'It was easy to walk to shops, restaurants and leisure facilities' (86%)
 - 'The area was pleasant for walking' (78%)
 - 'The area was pleasant for cycling' (73%)

- 'There were enough safe places to cross on foot' (72%)
 - 'It was a good place for public venues such as churches, mosques and community centres' (71%)
 - 'There was a strong sense of community feel, including between local people and local businesses and organisations' (69%)
 - 'Motor traffic was not a problem' (68%)
 - 'There were enough places to stop and rest/relax outdoors' (55%)
- Just over two fifths of respondents 'strongly agreed' or 'agreed' with the statement 'I would cycle on Mill Road if there was less traffic' (43%)
 - Over a fifth 'disagreed' or 'strongly disagreed' with this statement (22%)
- The majority of respondents 'strongly disagreed' or 'disagreed' with the following statements:
 - 'I would not cycle on Mill Road because of the traffic' (81%)
 - 'Walking was unsafe because of the traffic' (79%)
 - 'Cycling could be unsafe because of the traffic' (72%)
 - 'Air pollution caused by motor traffic was a problem' (72%)
 - 'There was too much motor traffic' (68%)
- Respondents were not clear on their agreement or disagreement with the statement 'The bus service is good and reliable', with under a fifth indicating they 'strongly disagreed' or 'disagreed' with this statement (17%) and under a quarter indicating they 'strongly agreed' or 'agreed' with it (23%)
- Respondents were not clear on their agreement or disagreement with the statement 'There are good quality pavements for walking', with over two fifths indicating they 'strongly disagreed' or 'disagreed' with this statement (42%) and a third indicating they 'strongly agreed' or 'agreed' with it (33%)
- 1,974 respondents answered the question on how often they used Mill Road for 12 different purposes.
 - The majority of respondents 'never' visit Mill Road for/to:
 - 'To practise my faith (visit Mosques, Churches or other faith related buildings)' (88%)
 - 'For education' (87%)
 - 'Work on Mill Road' (75%)
 - 'Drive along Mill Road as part of route from home to work' (66%)
 - 'Drive to Mill Road as a destination for shopping/leisure' (66%)
 - 'Visit my GP or for medical appointments' (56%)
 - The majority of respondents visit Mill Road from 'occasionally' to 'weekly' for/to:
 - 'Visit restaurants, bars, pubs, cafes' (74%, with 33% 'weekly')
 - 'As a through route to another destination outside of Cambridge (for example, shopping, recreation or other reason)' (53%, with 30% 'occasionally')

- The majority of respondents visit Mill Road to 'Cycle to Mill Road to shop/leisure' from 'occasionally' to '2-3 times a week' (64%), with 20% 'occasionally' and 18% 'weekly'
- The majority of respondents visit Mill Road 'To attend meetings or groups' from 'occasionally' to 'daily' (53%), with 35% 'occasionally'
- The majority of respondents visit Mill Road to 'Cycle through Mill Road as a through route' from 'weekly' to 'daily' (58%), with a similar split between 'weekly' (15%), '2-3 times a week' (17%), and 'daily' (15%)
- The majority of respondents visit Mill Road for 'Shopping on Mill Road' from 'weekly' to 'daily' (75%), with 23% 'weekly' and 22% '2-3 times a week'
- 1,976 respondents answered the question on how often they use different modes of transport when travelling on Mill Road.
 - The majority of respondents indicated they 'never' travel on Mill Road using:
 - 'Powered two-wheeler (motorcycle, moped or scooter)' (97%)
 - 'Electric cycle' (92%)
 - 'Rental E-scooter (VOI)' (92%)
 - 'Public transport' (62%)
 - Less than half of respondents indicated they 'never' use a 'taxi' (47%). Over two fifths of respondents indicated they use a 'taxi' 'occasionally' (43%)
 - The majority of respondents indicated they travel on Mill Road from 'occasionally' to '2-3 times a week' as a:
 - 'Car driver' (57%, with 29% indicating 'occasionally')
 - 35% of respondents indicated they 'never' travel as a 'car driver'
 - 'Car passenger' (54%, with 39% indicating 'occasionally')
 - 45% of respondents indicated they 'never' travel as a 'car passenger'
 - The majority of respondents indicated they travel on Mill Road from 'weekly' to 'daily' using a 'cycle' (62%)
 - The majority of respondents indicated they travel on Mill Road from '2-3 times a week' to 'daily' by 'walking' (57%, with 26% indicating 'daily')
- 1,962 respondents answered the question what they considered to be the most important issue affecting the way that they use Mill Road.
 - Over half of respondents indicated 'congestion' was the most important issue affecting the way they use Mill Road (54%)

Future of Mill Road

- 1,974 respondents answered the question on how far they were supportive or unsupportive of three options for Mill Road.
 - The majority of respondents were opposed to 'Theme 1: Do nothing' (77%)
 - The majority of respondents supported 'Theme 2: Improve the quality of place' (83%) and 'Theme 3: Changes to traffic and access in the medium and longer term' (77%)

- 1,971 respondents answered the question on what functions they felt were important for Mill Road in the future.
 - The majority of respondents felt the following functions were important for Mill Road in the future:
 - 'Leisure destination: bars/cafes/restaurants' (90%)
 - 'Shopping destination' (83%)
 - 'Thoroughfare: to get to other places in the city/outside the city by bike' (76%)
 - 'Residential area' (74%)
 - 'Social and cultural destination: arts/faith/meeting places to spend time' (73%)
 - 'Thoroughfare: to get to other places in the city/outside the city on foot' (71%)
 - 'Leisure destination: parklets/outdoor recreation space' (64%)
 - Over half of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by bus' was important for Mill Road in the future (52%)
 - Over a quarter of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by taxi' was important for Mill Road in the future (29%)
 - Over a fifth of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by private car' was important for Mill Road in the future (22%)
 - Few respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by van, light or heavy goods vehicle' was important for Mill Road in the future (11%)

- 1,975 respondents answered the question on how far they were supportive or unsupportive of measures that could form part of a bigger plan for Mill Road.
 - The majority of respondents supported:
 - 'Restricting motor vehicles from crossing Mill Road bridge' (72%)
 - 'Possible allowances for buses, taxis and drivers with disabilities and/or mobility needs' (70%)
 - Over half of respondents supported 'Banning vehicle turns into Mill Road, for example from East Road/Brooks Road' (55%)
 - Less than a third were unsupportive of this measure (31%)
 - Less than half of respondents supported 'Closing some side roads along Mill Road' (47%)
 - Less than a third were unsupportive of this measure (30%)

Qualitative

- Question 12 asked respondents whether they had any other comments on the future of Mill Road. 1,247 respondents answered this question. The main themes were:
 - Support for closure of the bridge to motorised traffic, as it was felt it would make it safer for cyclists and pedestrians, make it more of a "destination for

shopping and leisure”, and reduce congestion and subsequent noise/air pollution.

- Debate about whether closing Mill Road to motorised traffic would positively or negatively impact on businesses.
- Discussion about cycling safety improvements from closing Mill Road to motorised traffic and the need for enforcement regarding motorised vehicle speeds and pavement parking.
- Discussion about pedestrian safety improvements from closing Mill Road to motorised traffic, the need for enforcement regarding motorised vehicle speeds and pavement parking, and the need for wider and better maintained paths.
- Concerns about closing Mill Road bridge to motorised traffic as it was felt it would have a negative impact on businesses/places of worship, increase congestion and pollution in nearby areas, and make accessing properties difficult for residents.
- Discussion about allowances for access through any closures. Most of these respondents felt that access should still be open for buses, emergency vehicles and those with disabilities.
- Discussions about the need for some form of reduction in motorised traffic. Suggestions included making Mill Road a one-way street for motorised traffic, disallowing through traffic, and making Mill Road a pedestrianised area.

Other

- 822 respondents left comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. The main themes were:
 - Debate about whether closing Mill Road to motorised traffic would positively or negatively impact those with disabilities, including discussions about the need for some form of exemption to closures.
 - Debate about whether closing Mill Road to motorised traffic would positively or negatively impact older/younger residents, including discussions about the need for some form of exemption to closures.
 - Debate about whether closing Mill Road to motorised traffic would positively or negatively impact residents, including discussions about the need for a reduction in pollution levels, improvements to the pavements, concerns about access to properties/business/places of worship, and about the need for some form of exemption to closures.
 - Debate about whether closing Mill Road to motorised traffic would positively or negatively impact businesses/places of worship
- Question 14 asked if respondents had any other comments about the proposals for Mill Road or how the road could function in the future. 795 respondents left comments. The main themes were:
 - Discussions about the need for some form of reduction in motorised traffic to improve safety and reduce pollution. Suggestions included making Mill Road

one-way for motorised traffic, only allowing residents access, and making restrictions on a time-limited basis.

- Debate about whether closing Mill Road to motorised traffic would positively or negatively impact businesses
- Support for closure of the bridge to motorised traffic, as it was felt it would make it safer for cyclists and pedestrians, make it more of a “destination for shopping and leisure”, and reduce congestion and subsequent noise/air pollution.
- Discussions about the need to leave Mill Road as is, as any changes would negatively impact on residents of Mill Road and nearby areas by increasing congestion elsewhere and negatively impact on businesses/places of worship, those on lower incomes, and those with disabilities by reducing accessibility
- Concerns about parking issues, particularly the levels of pavement parking on Mill Road
- Discussions about the need for improved maintenance and widening of the paths
- Concerns about the speed of motorised traffic
- Discussions about the need for improvements to public transport, particularly ticket cost, reliability, and number of routes/running times

Introduction

Background

GCP conducted this consultation to find about what residents and people who visit, use, or work on Mill Road think about Mill Road and how it could be improved in future.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Mill Road proposals was designed by the GCP communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience were individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups. Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked about their usage of Mill Road, about what the current issues were, support for three options, and what aspects of Mill Road usage were important in the future), a twelve-page information document was produced and supplemented with additional information available online and at key locations.

This document explained the GCP's strategy and the time-scales to which it was working and discussed the reasons why they were seeking views on Mill Road. It also provided detailed maps, information and costings on each of the options to enable residents to compare the pros and cons for each element.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on both the GCP's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the usage of Mill Road and options for the future of Mill Road. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Mill Road options on various groups.

The main tools for gathering comments were an online survey and a paper return survey attached to the consultation document. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore the paper copies of the questions were widely distributed with road-shows held to collect responses face to face. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free-text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status, sex/gender, ethnicity, and disability (although not the nature of disability). A free text option provided opportunity for respondents' to feedback on any issues they felt may impact on protected groups.

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 and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered. Respondents were also required to sign-up for the Consult Cambs platform to access the online survey, meaning each response had a user name and was only allowed to enter once.
 - **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 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.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general overview of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free-text questions were analysed using qualitative methods, namely through thematic analysis. Key themes were 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 the themes with the most tags are summarised in the final report. 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.

Quality Assurance

Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

- A visual check of the raw data showed no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions and user names/emails showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

Survey Findings

Respondent Profile

In total, 1,975 respondents and 11 stakeholders responded to the consultation survey. These stakeholders were:

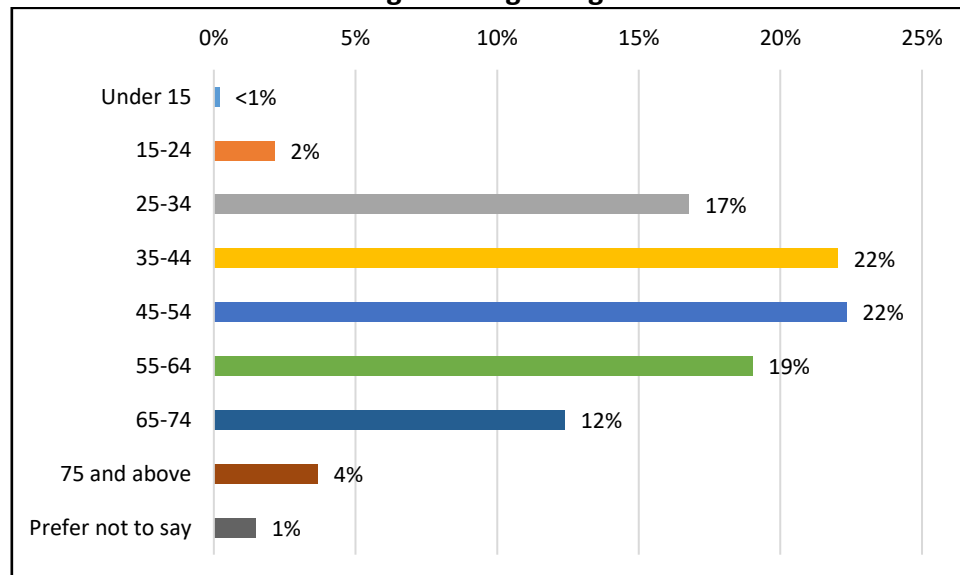
- Anglia Ruskin University
- Arjuna Wholefoods Ltd (12 Mill Rd)
- Cambridge Friends of the Earth
- Cllr Dave Baigent, Cambridge City Councillor for Romsey
- Cllr Dinah Pounds Cambridge City Council
- Cllr Mairéad Healy (Romsey ward Councillor)
- Daniel Lee, Cambridge City Council
- Elected representative of Cambridge taxi trade
- Mill Road 4 People
- Mill Road Baptist Church
- Paul Bearpark, South Cambs District Council

Age range

1,962 respondents answered the question on their age range.

Most ages were well represented when compared to the general Cambridgeshire population, however, those 'under 15' (<1%) were under-represented compared to the general Cambridgeshire population.

Figure 1: Age range

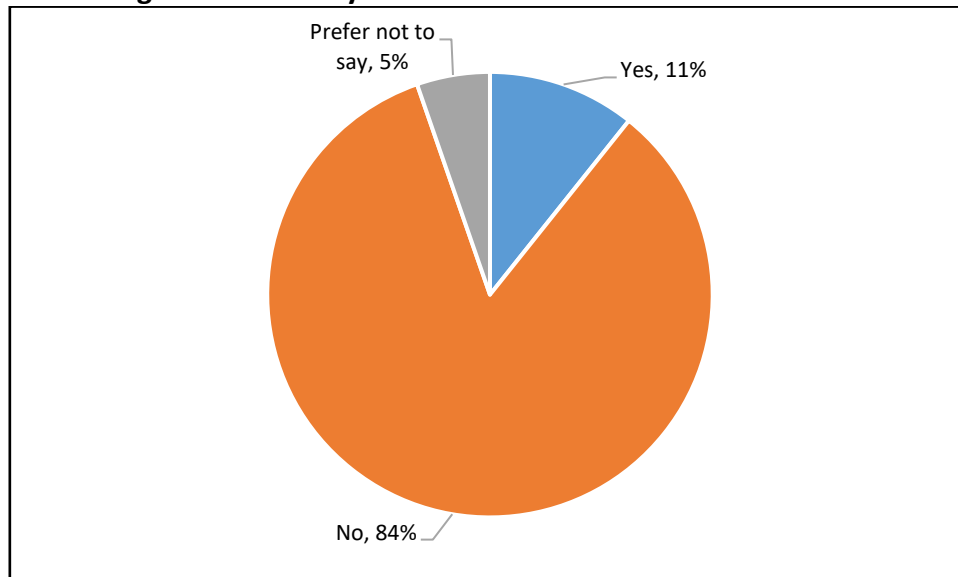


Disability or health condition that affects travel

1,939 respondents answered the question on whether they have a disability or health condition that affects the way they travel.

- **11% of respondents indicated they have a disability or health condition that affects travel**
 - 5% indicated they would 'prefer not to say'

Figure 2: Disability or health condition that affects travel

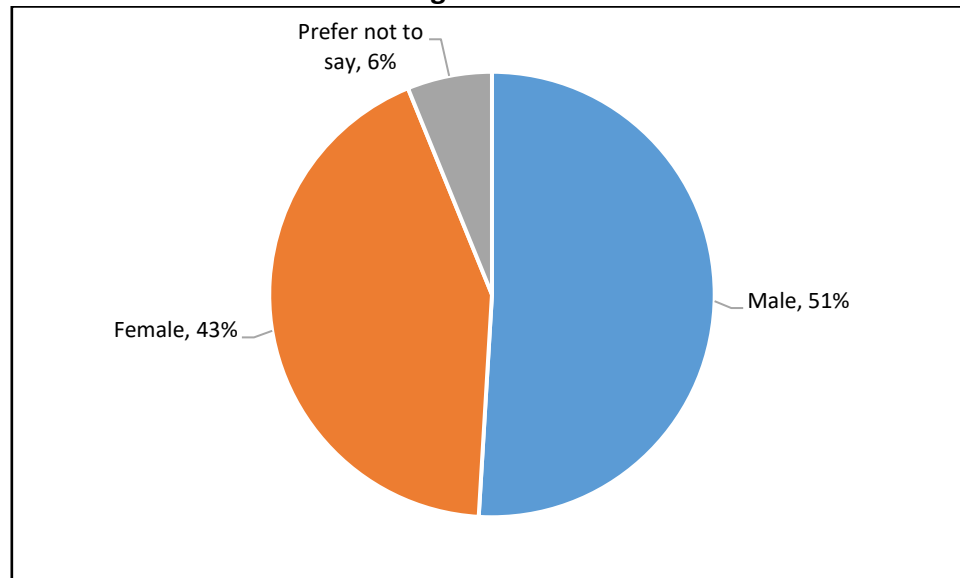


Sex

1,949 respondents answered the question on whether their sex was 'male' or 'female'.

- **51% of respondents indicated they were 'male' while 43% indicated they were 'female'**

Figure 3: Sex

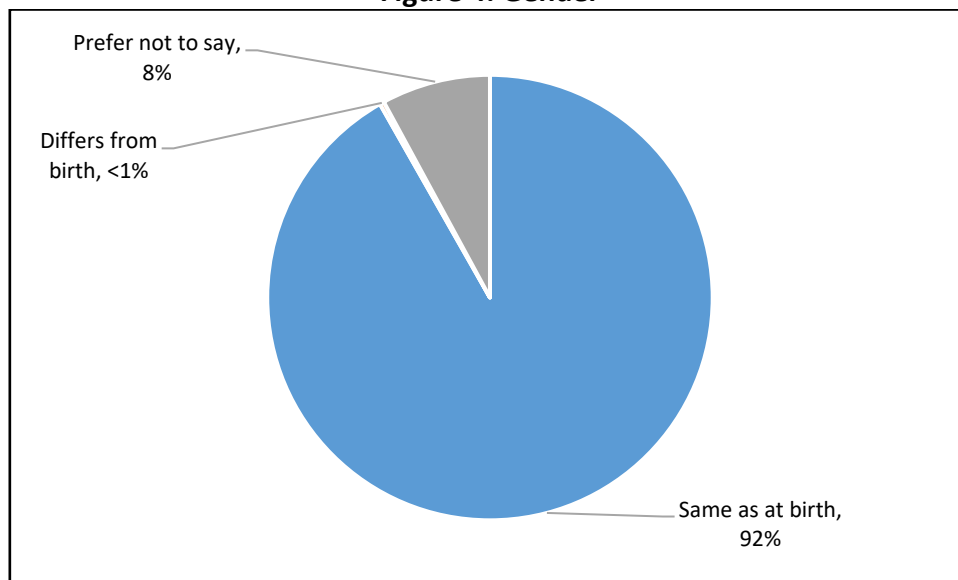


Gender

1,908 respondents answered the question on whether their gender identity was the same as their sex registered at birth.

- **<1% of respondents indicated that their gender differed from their sex registered from birth**

Figure 4: Gender

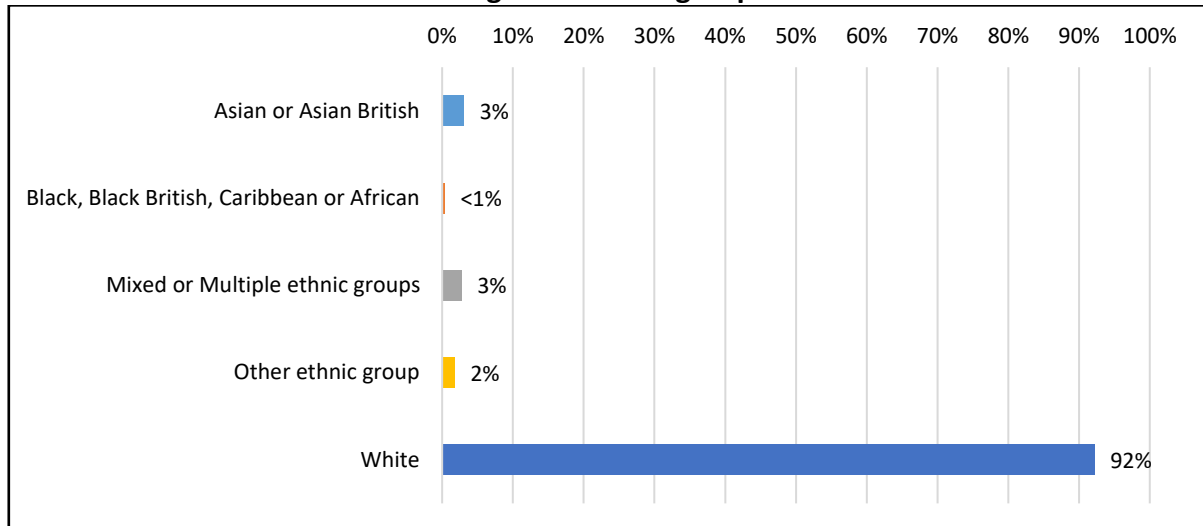


Ethnic group

1,910 respondents answered the question on their ethnicity.

- The majority of respondents were 'White' (92%).

Figure 5: Ethnic group



Ethnic groups were defined as following:

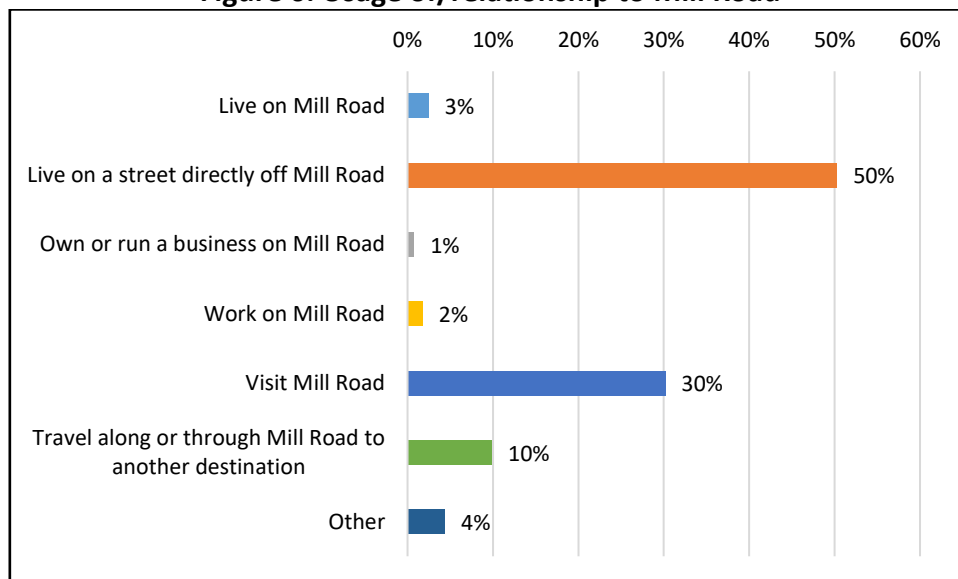
- Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background.
- Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background.
- Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background.
- Other ethnic group includes Arab or any other ethnic group.
- White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background.

Question 1: (In reference to respondents' relationship with Mill Road) Do you?

1,971 respondents answered the question on what their usage of/relationship to Mill Road was.

- **Half of respondents indicated they 'Live on a street directly off Mill Road' (50%)**
 - Under a third of respondents indicated they 'Visit Mill Road (for shopping, leisure, religious purposes, medical appointments, etc)' (30%)

Figure 6: Usage of/relationship to Mill Road



86 respondents who indicated their usage of/relationship to Mill Road was 'other' left comments indicating what it was. These included:

- That they would have answered more than one of the other options. Most of these respondents indicated they visited Mill Road and travel along/through Mill Road
- Indicating what forms of transport they used to travel along Mill Road. Most of these respondents indicated they used a bicycle and/or car
- Indicating why they were travelling along/through Mill Road. Most of these respondents indicated they or family members were travelling to school or work, however, some indicated they were visiting family or friends
- Indicating which street off Mill Road they lived on
- That they were a bus driver
- That they run a business on a street near to Mill Road
- That they delivered goods to Mill Road
- That they were a taxi driver.

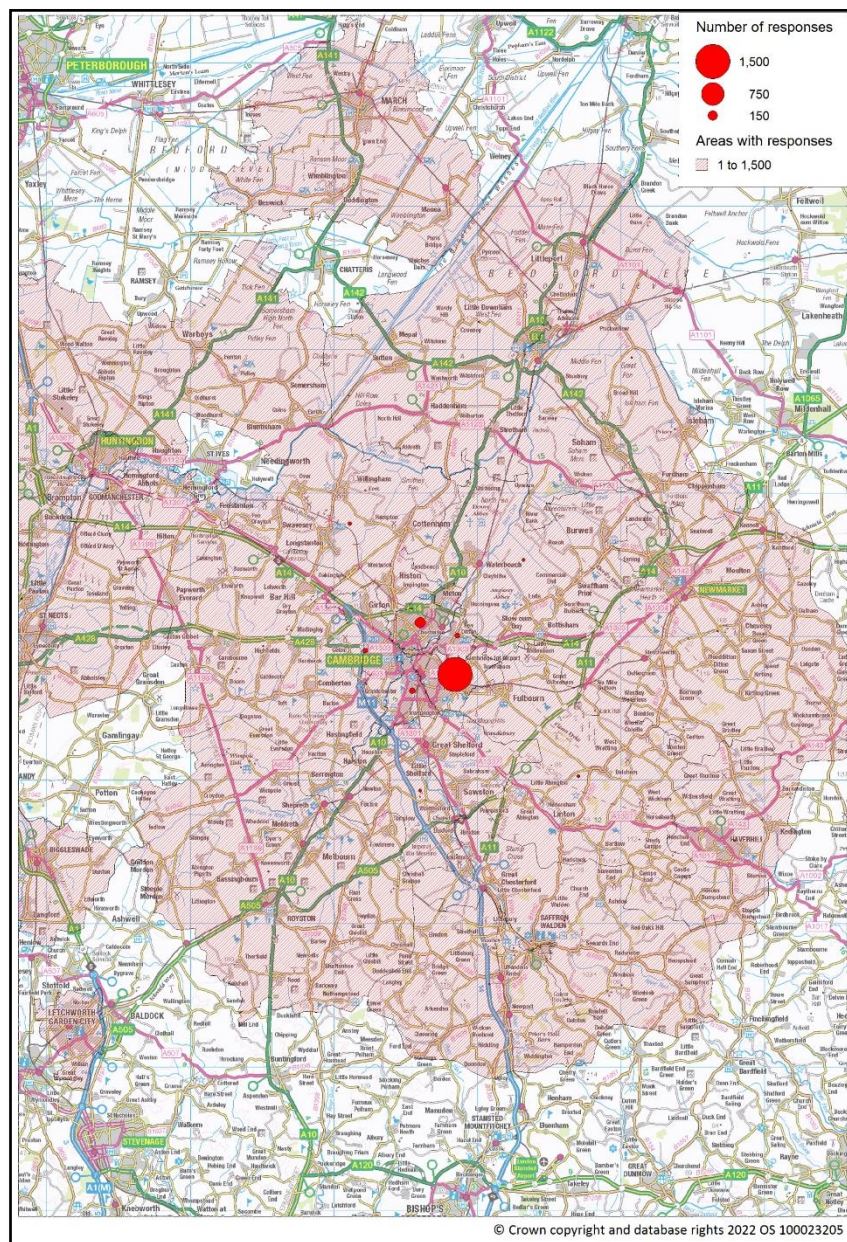
Question 2: Please tell us the first four or five digits of your postcode e.g. CB3 7 or CB21 6

Respondents were asked for the first four or five digits of their postcodes, but were not forced to enter a response. 1,957 respondents entered recognisable postcodes, while 29 respondents did not.

A full breakdown of respondent locations can be found in Appendix 1.

The following map shows the rate of response by postcode sector:

Figure 7: Map to show areas of response

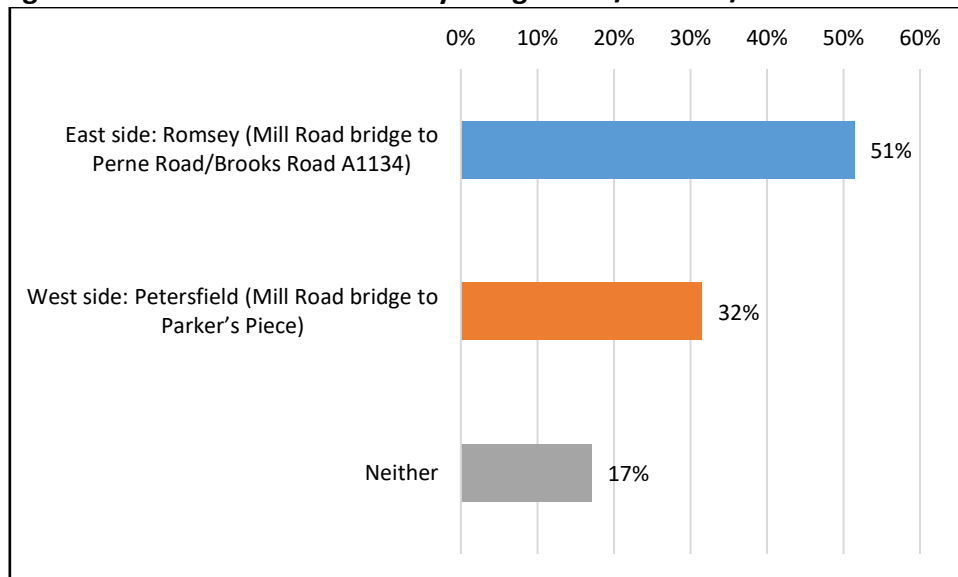


Question 3: On which side of the Mill Road railway bridge do you live/work/have your business?

1,952 respondents answered the question on which side of the Mill Road railway bridge they lived/worked/had a business on.

- **Just over half indicated they lived/worked/had a business on the 'East Side: Romsey (Mill Road bridge to Perne Road/Brooks Road A1134)' (51%)**
 - Just under a third indicated they lived/worked/had a business on the 'West side: Petersfield (Mill Road bridge to Parker's Piece)' (32%)

Figure 8: Side of Mill Road railway bridge lived/worked/had a business on



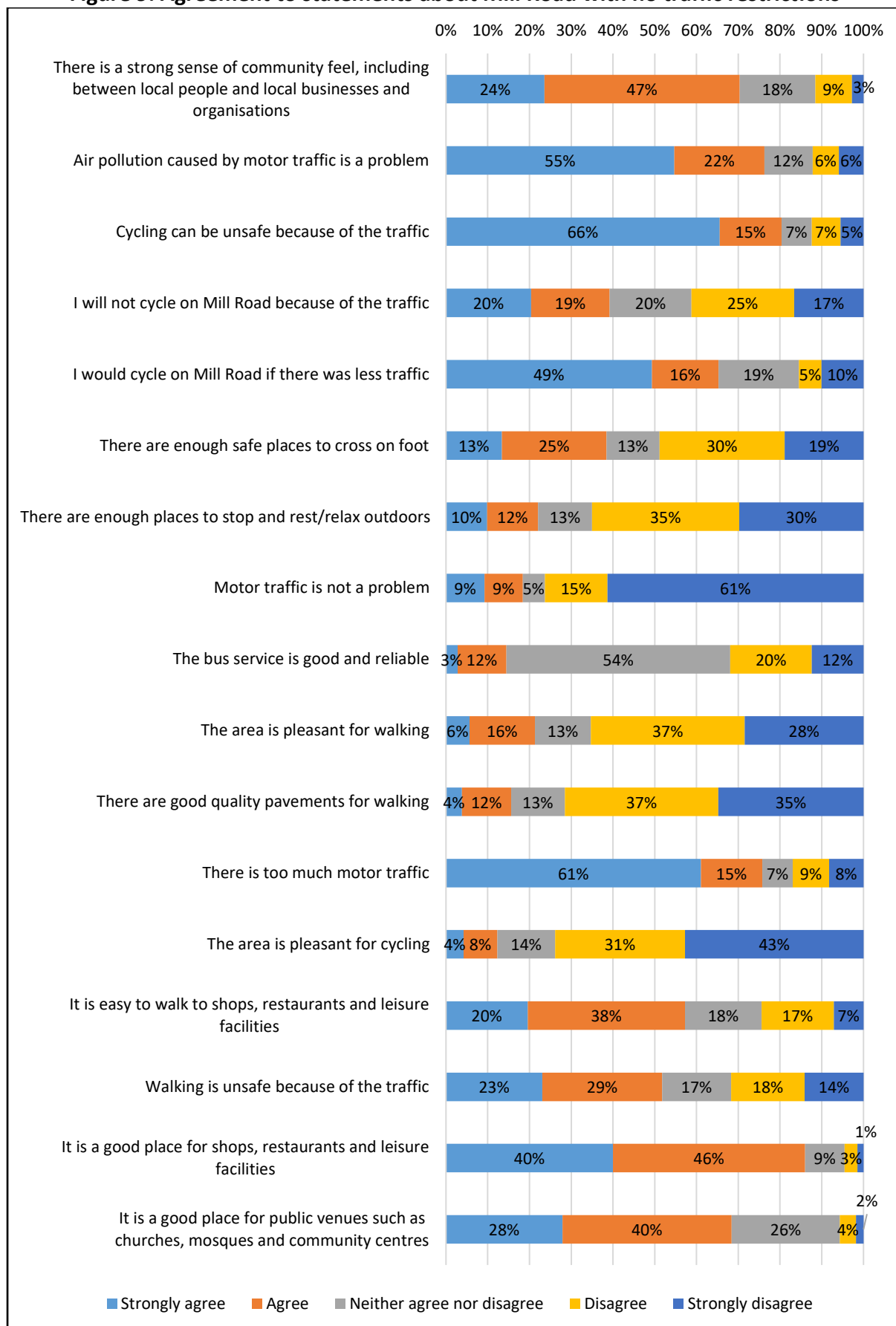
Question 4: How far do you agree or disagree with the following statements about Mill Road today, with no restriction on traffic movement?

1,969 respondents answered the question on how far they agreed or disagreed with 17 statements about Mill Road at the time of the survey, with no restriction on traffic movement.

- **The majority of respondents 'strongly agreed' or 'agreed' with the following statements:**
 - 'It is a good place for shops, restaurants and leisure facilities' (86%)
 - 'Cycling can be unsafe because of the traffic' (80%)
 - 'Air pollution caused by motor traffic is a problem' (76%)
 - 'There is too much motor traffic' (76%)
 - 'There is a strong sense of community feel, including between local people and local businesses and organisations' (70%)
 - 'It is a good place for public venues such as churches, mosques and community centres' (68%)
 - 'I would cycle on Mill Road if there was less traffic' (65%)

- **'It is easy to walk to shops, restaurants and leisure facilities' (57%)**
- **Over half of respondents 'strongly agreed' or 'agreed' with the statement 'Walking is unsafe because of the traffic' (52%)**
 - Just under a third 'disagreed' or 'strongly disagreed' with this statement (32%)
- **The majority of respondents 'strongly disagreed' or 'disagreed' with the following statements:**
 - **'Motor traffic is not a problem' (76%)**
 - **'The area is pleasant for cycling' (74%)**
 - **'There are good quality pavements for walking' (72%)**
 - **'There are enough places to stop and rest/relax outdoors' (65%)**
 - **'The area is pleasant for walking' (65%)**
- **Just under half of respondents 'strongly disagreed' or 'disagreed' with the statement 'There are enough safe places to cross on foot' (49%)**
 - Under two fifths 'strongly agreed' or 'agreed' with this statement (38%)
- **Over half of respondents 'neither agreed nor disagreed' with the statement 'The bus service is good and reliable' (54%)**
 - Just under a third 'strongly disagreed' or 'disagreed' with this statement (32%)
- **Respondents were not clear on their agreement or disagreement with the statement 'I will not cycle on Mill Road because of the traffic', with just over two fifths indicating they 'strongly disagreed' or 'disagreed' with this statement (41%) and just under two fifths indicating they 'strongly agreed' or 'agreed' with it (39%)**

Figure 9: Agreement to statements about Mill Road with no traffic restrictions



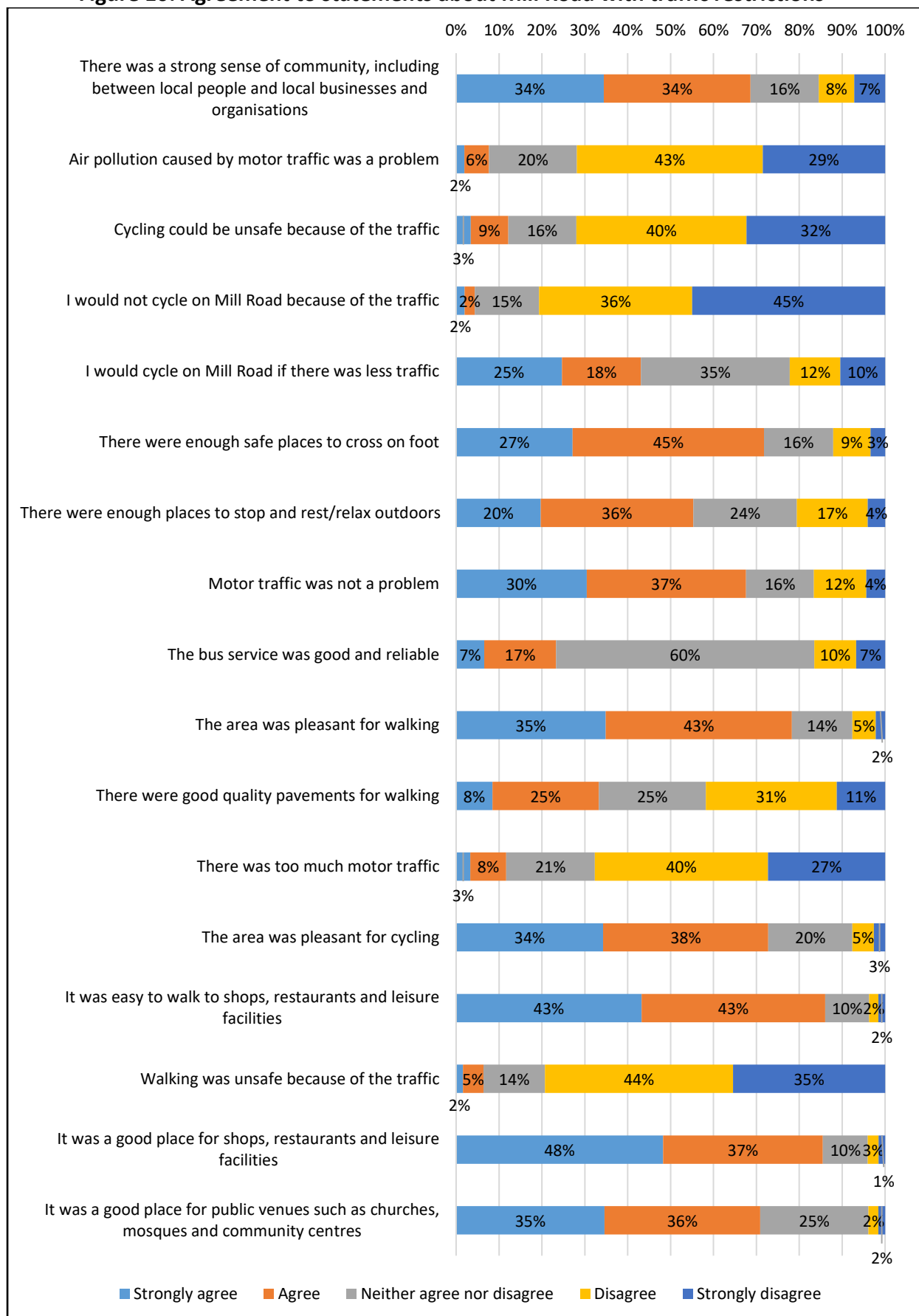
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 5: Thinking about when Mill Road traffic restrictions were in place, to what extent do you agree or disagree with the following:

1,950 respondents answered the question on how far they agreed or disagreed with 17 statements about Mill Road when traffic restrictions were in place.

- **The majority of respondents 'strongly agreed' or 'agreed' with the following statements:**
 - 'It is a good place for shops, restaurants and leisure facilities' (86%)
 - 'It was easy to walk to shops, restaurants and leisure facilities' (86%)
 - 'The area was pleasant for walking' (78%)
 - 'The area was pleasant for cycling' (73%)
 - 'There were enough safe places to cross on foot' (72%)
 - 'It was a good place for public venues such as churches, mosques and community centres' (71%)
 - 'There was a strong sense of community feel, including between local people and local businesses and organisations' (69%)
 - 'Motor traffic was not a problem' (68%)
 - 'There were enough places to stop and rest/relax outdoors' (55%)
- **Just over two fifths of respondents 'strongly agreed' or 'agreed' with the statement 'I would cycle on Mill Road if there was less traffic' (43%)**
 - Over a fifth 'disagreed' or 'strongly disagreed' with this statement (22%)
- **The majority of respondents 'strongly disagreed' or 'disagreed' with the following statements:**
 - 'I would not cycle on Mill Road because of the traffic' (81%)
 - 'Walking was unsafe because of the traffic' (79%)
 - 'Cycling could be unsafe because of the traffic' (72%)
 - 'Air pollution caused by motor traffic was a problem' (72%)
 - 'There was too much motor traffic' (68%)
- Respondents were not clear on their agreement or disagreement with the statement **'The bus service is good and reliable'**, with under a fifth indicating they 'strongly disagreed' or 'disagreed' with this statement (17%) and under a quarter indicating they 'strongly agreed' or 'agreed' with it (23%)
- Respondents were not clear on their agreement or disagreement with the statement **'There are good quality pavements for walking'**, with over two fifths indicating they 'strongly disagreed' or 'disagreed' with this statement (42%) and a third indicating they 'strongly agreed' or 'agreed' with it (33%)

Figure 10: Agreement to statements about Mill Road with traffic restrictions



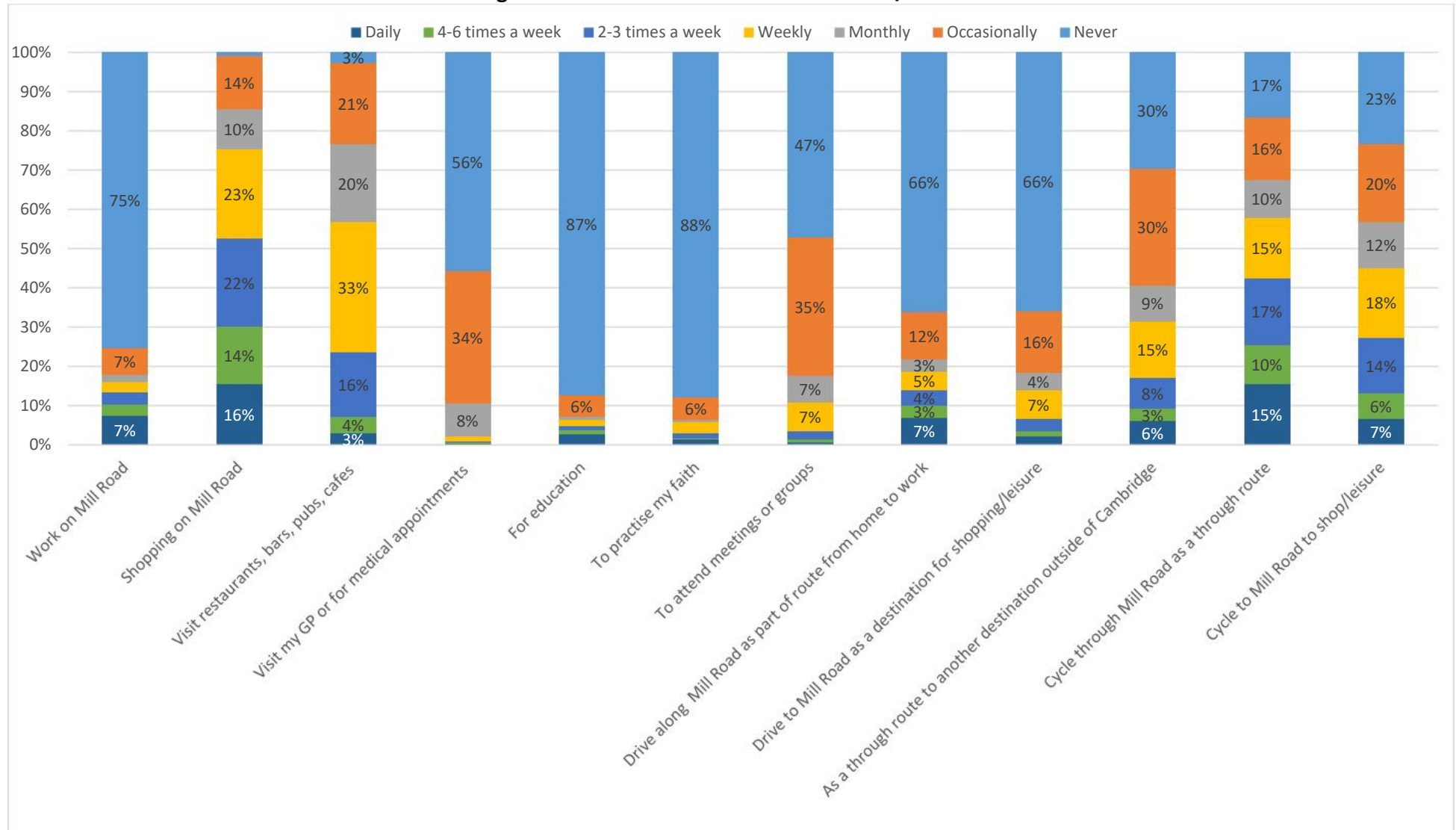
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 6: How often do you use Mill Road for the following:

1,974 respondents answered the question on how often they used Mill Road for 12 different purposes.

- The majority of respondents 'never' visit Mill Road for/to:
 - 'To practise my faith (visit Mosques, Churches or other faith related buildings)' (88%)
 - 'For education' (87%)
 - 'Work on Mill Road' (75%)
 - 'Drive along Mill Road as part of route from home to work' (66%)
 - 'Drive to Mill Road as a destination for shopping/leisure' (66%)
 - 'Visit my GP or for medical appointments' (56%)
- The majority of respondents visit Mill Road from 'occasionally' to 'weekly' for/to:
 - 'Visit restaurants, bars, pubs, cafes' (74%, with 33% 'weekly')
 - 'As a through route to another destination outside of Cambridge (for example, shopping, recreation or other reason)' (53%, with 30% 'occasionally')
- The majority of respondents visit Mill Road to 'Cycle to Mill Road to shop/leisure' from 'occasionally' to '2-3 times a week' (64%), with 20% 'occasionally' and 18% 'weekly'
- The majority of respondents visit Mill Road 'To attend meetings or groups' from 'occasionally' to 'daily' (53%), with 35% 'occasionally'
- The majority of respondents visit Mill Road to 'Cycle through Mill Road as a through route' from 'weekly' to 'daily' (58%), with a similar split between 'weekly' (15%), '2-3 times a week' (17%), and 'daily' (15%)
- The majority of respondents visit Mill Road for 'Shopping on Mill Road' from 'weekly' to 'daily' (75%), with 23% 'weekly' and 22% '2-3 times a week'

Figure 11: How often Mill Road is used for/to



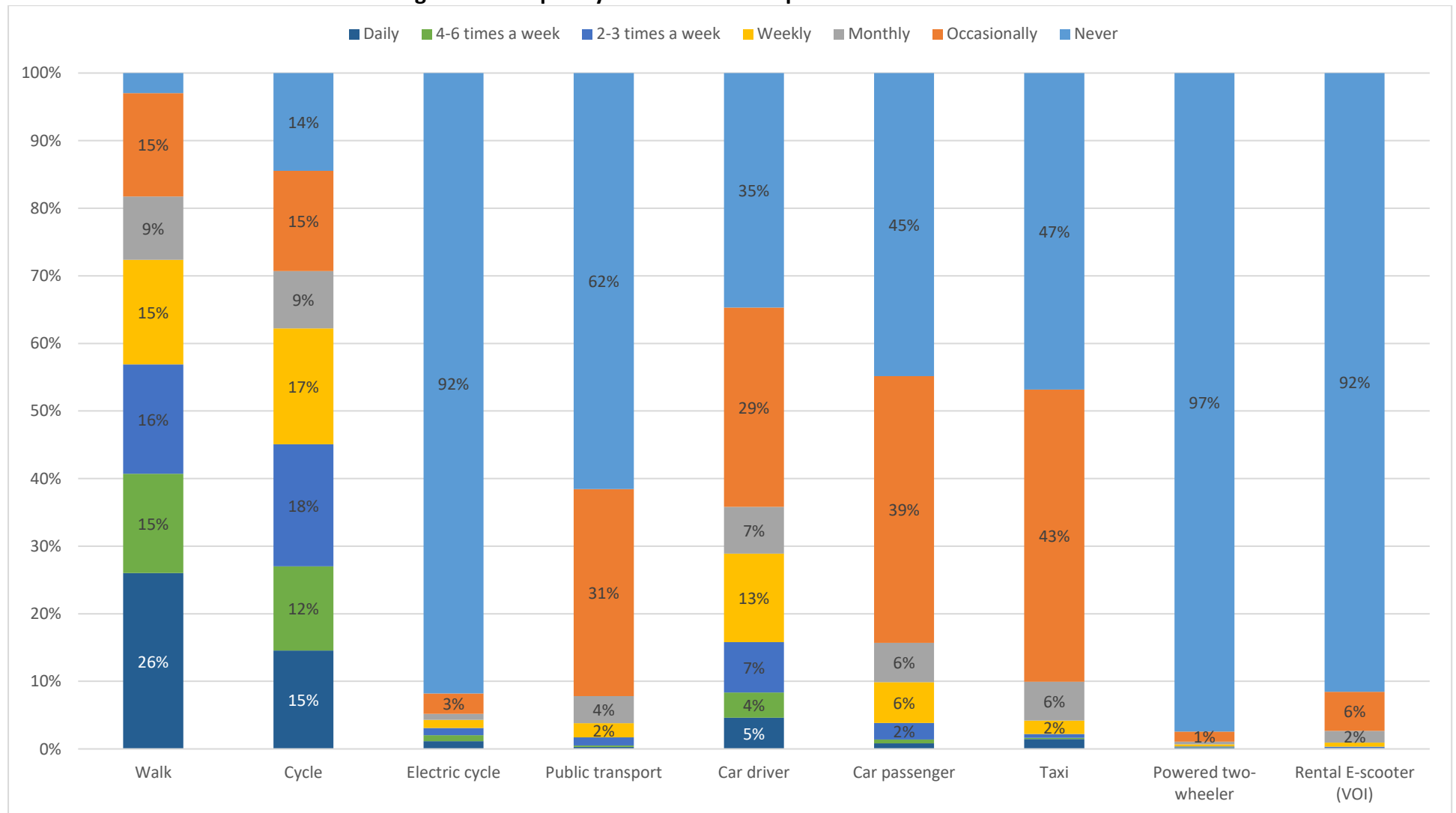
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 7: How often do you travel on Mill Road using the following ways of getting around?

1,976 respondents answered the question on how often they use different modes of transport when travelling on Mill Road.

- The majority of respondents indicated they 'never' travel on Mill Road using:
 - 'Powered two-wheeler (motorcycle, moped or scooter)' (97%)
 - 'Electric cycle' (92%)
 - 'Rental E-scooter (VOI)' (92%)
 - 'Public transport' (62%)
- Less than half of respondents indicated they 'never' use a 'taxi' (47%). Over two fifths of respondents indicated they use a 'taxi' 'occasionally' (43%)
- The majority of respondents indicated they travel on Mill Road from 'occasionally' to '2-3 times a week' as a:
 - 'Car driver' (57%, with 29% indicating 'occasionally')
 - 35% of respondents indicated they 'never' travel as a 'car driver'
 - 'Car passenger' (54%, with 39% indicating 'occasionally')
 - 45% of respondents indicated they 'never' travel as a 'car passenger'
- The majority of respondents indicated they travel on Mill Road from 'weekly' to 'daily' using a 'cycle' (62%)
- The majority of respondents indicated they travel on Mill Road from '2-3 times a week' to 'daily' by 'walking' (57%, with 26% indicating 'daily')

Figure 12: Frequency of modes of transport used on Mill Road



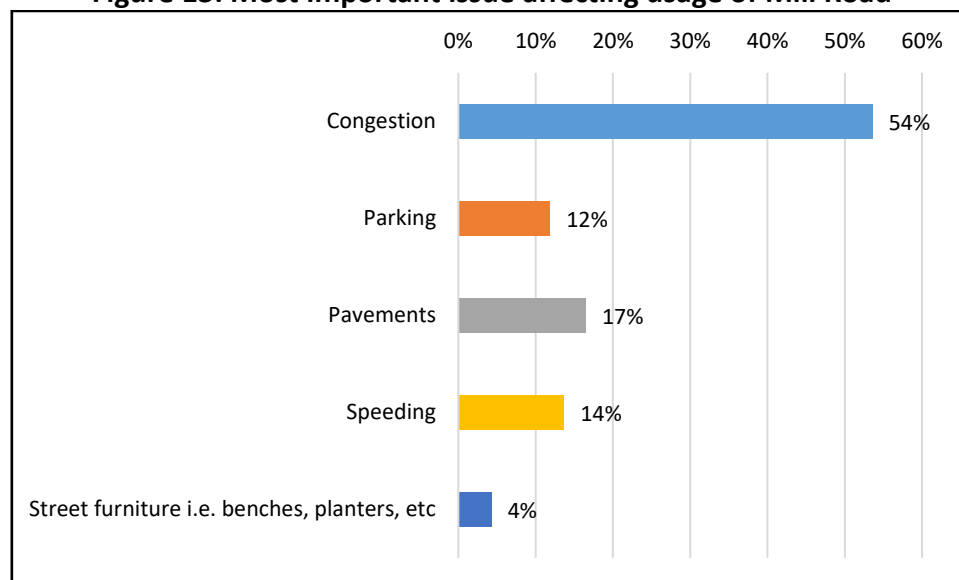
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 8: What do you consider to be the most important issue affecting the way that you use Mill Road? (please tick one option)

1,962 respondents answered the question what they considered to be the most important issue affecting the way that they use Mill Road.

- **Over half of respondents indicated 'congestion' was the most important issue affecting the way they use Mill Road (54%)**

Figure 13: Most important issue affecting usage of Mill Road



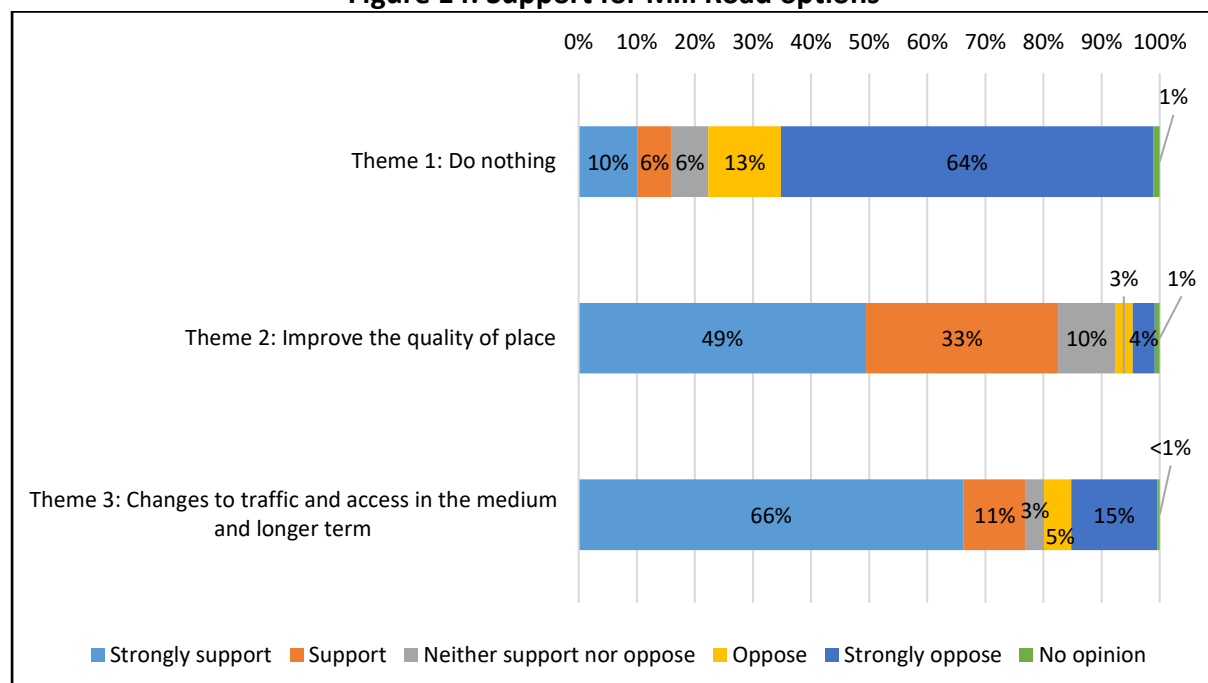
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 9: The brochure outlines measures that could be put in place on Mill Road. How far are you supportive or unsupportive of the following three options for Mill Road? Please refer to pages 6-8 of the brochure.

1,974 respondents answered the question on how far they were supportive or unsupportive of three options for Mill Road.

- The majority of respondents were opposed to 'Theme 1: Do nothing' (77%)
- The majority of respondents supported 'Theme 2: Improve the quality of place' (83%) and 'Theme 3: Changes to traffic and access in the medium and longer term' (77%)

Figure 14: Support for Mill Road options



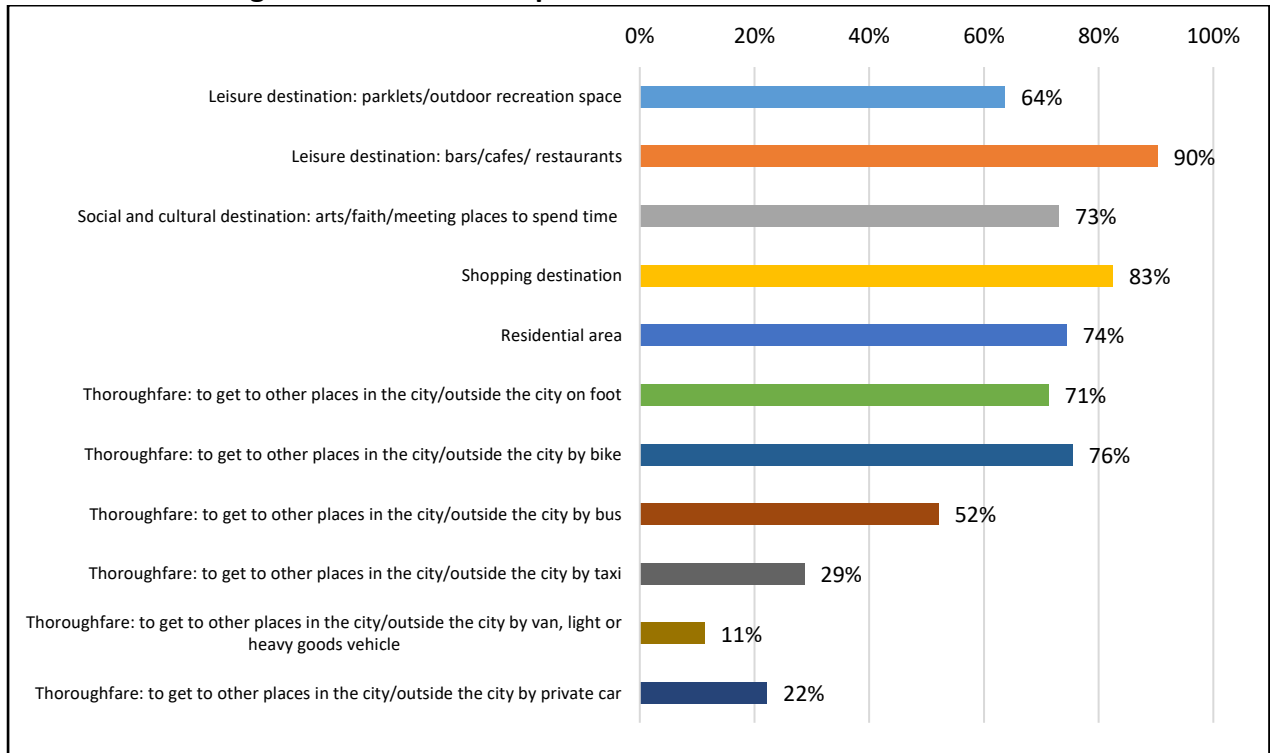
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 10: What functions do you think are important for Mill Road in the future? (please tick all that apply)

1,971 respondents answered the question on what functions they felt were important for Mill Road in the future.

- **The majority of respondents felt the following functions were important for Mill Road in the future:**
 - **'Leisure destination: bars/cafes/restaurants' (90%)**
 - **'Shopping destination' (83%)**
 - **'Thoroughfare: to get to other places in the city/outside the city by bike' (76%)**
 - **'Residential area' (74%)**
 - **'Social and cultural destination: arts/faith/meeting places to spend time' (73%)**
 - **'Thoroughfare: to get to other places in the city/outside the city on foot' (71%)**
 - **'Leisure destination: parklets/outdoor recreation space' (64%)**
- **Over half of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by bus' was important for Mill Road in the future (52%)**
- **Over a quarter of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by taxi' was important for Mill Road in the future (29%)**
- **Over a fifth of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by private car' was important for Mill Road in the future (22%)**
- **Few respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by van, light or heavy goods vehicle' was important for Mill Road in the future (11%)**

Figure 15: Functions important for the future of Mill Road



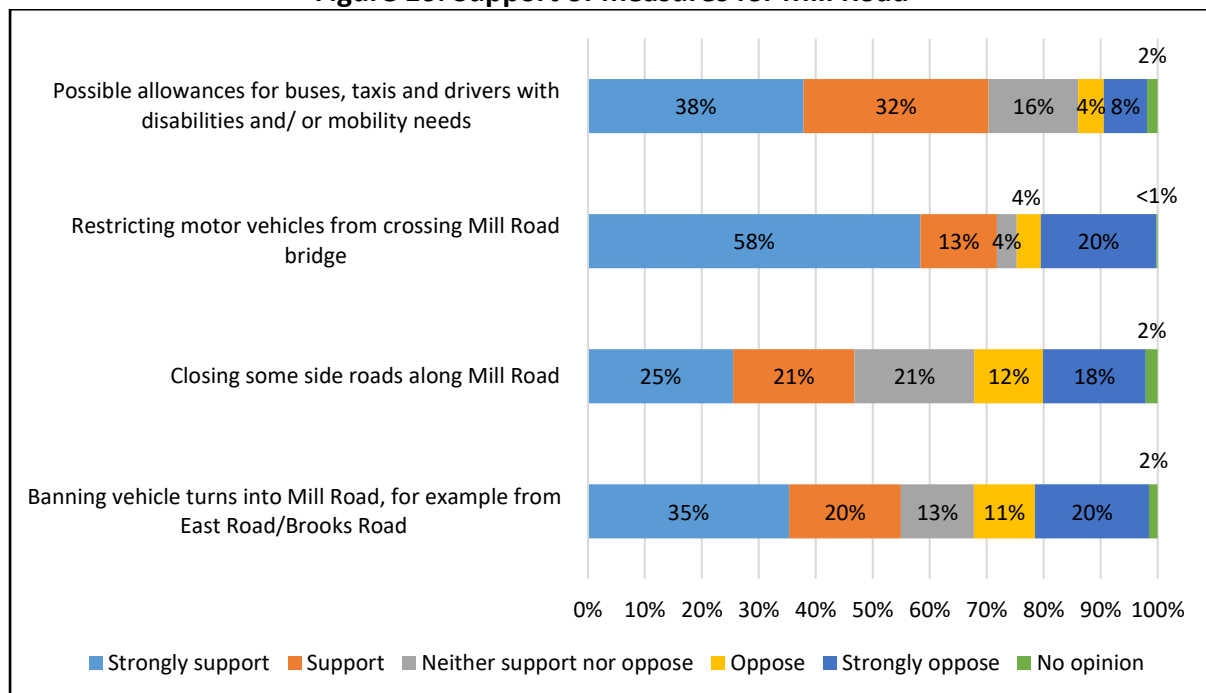
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 11: How far are you supportive or unsupportive of the following measures that could form part of a bigger plan for Mill Road?

1975 respondents answered the question on how far they were supportive or unsupportive of measures that could form part of a bigger plan for Mill Road.

- **The majority of respondents supported:**
 - **‘Restricting motor vehicles from crossing Mill Road bridge (72%)**
 - **‘Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs’ (70%)**
- **Over half of respondents supported ‘Banning vehicle turns into Mill Road, for example from East Road/Brooks Road’ (55%)**
 - Less than a third were unsupportive of this measure (31%)
- **Less than half of respondents supported ‘Closing some side roads along Mill Road’ (47%)**
 - Less than a third were unsupportive of this measure (30%)

Figure 16: Support of measures for Mill Road



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 12: Do you have any other comments on the future of Mill Road?

1,247 respondents left comments on the question asking if they had any other comments on the future of Mill Road.

Summary of main themes

Comment Theme	Respondent comments
Support for closure of the bridge to motorised traffic	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the bridge closure to motorised traffic resulted in Mill Road being safer for cyclists and pedestrians, made it more of a “destination for shopping and leisure”, with reduced congestion and subsequent air/noise pollution, so wished to see it closed again <ul style="list-style-type: none"> ○ Some of these respondents discussed what exemptions were needed for motorised traffic crossing the bridge <ul style="list-style-type: none"> ▪ Most of these respondents felt that the closure should not apply to buses, emergency vehicles, and those with disabilities but that it should apply to taxis as these respondents’ felt taxis were responsible for a notable amount of speeding, pavement parking, and noise/air pollution ▪ Some of these respondents felt that the bridge should be closed to “through traffic” while allowing local residents access ▪ Some of these respondents felt that local businesses and delivery vehicles should have some form of access via time restricted delivery slots ▪ Some of these respondents felt that the bridge should only be accessible to buses and taxis that are electric-powered ▪ A few of these respondents felt the bridge should be closed to all motorised traffic and that Mill Road should be pedestrianised ▪ A few of these respondents felt the bridge should be closed to all but emergency vehicles and buses ○ Some of these respondents discussed the impacts on local businesses and felt the bridge

	<p>closure benefitted them or would do in the long term, with negative impacts resulting mostly from Covid lockdown restrictions rather than the closure of the bridge itself</p> <ul style="list-style-type: none"> ▪ Some of these respondents requested decision makers see evidence about the impacts on business earnings that take impacts attributable to lockdown restrictions/Covid-19 into consideration ○ Some of these respondents felt that both “Theme 2: Improve the quality of place” and “Theme 3: Changes to traffic and access in the medium and longer term” should be done together as they felt improvements to the quality of Mill Road wouldn’t be possible without reducing traffic by closing the bridge • Some of the respondents who discussed this theme indicated they supported a closure of the bridge but felt it should be on a time restricted basis, such as at evenings/weekends or during rush hour periods • A few of the respondents who discussed this theme indicated they were supportive of closing the bridge to motorised traffic but felt the impacts on surrounding areas traffic levels needed to be monitored and/or interventions put in place to negate these impacts, such as allowing residents access
Business impact	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt reducing motorised traffic on Mill Road would make it a more attractive destination for shopping/leisure and benefit local businesses <ul style="list-style-type: none"> ○ Some of these respondents felt the negative impacts on businesses from the previous bridge closure were the result of Covid lockdown restrictions rather than the bridge closure itself <ul style="list-style-type: none"> ▪ Some of these respondents requested decision makers see evidence about the impacts on business earnings that take impacts attributable to lockdown restrictions/Covid-19 into consideration • Some of the respondents who discussed this theme were concerned restrictions on motorised traffic would negatively impact on businesses, as they would lose “through traffic” advertising and business. These respondents indicated that previous bridge closures had lowered sales and shut down businesses • Some of the respondents who discussed this theme felt that dedicated delivery bays were needed for

	<p>businesses in order to reduce pavement parking and, if restrictions were to be placed on motorised traffic, specific time slots given for delivery vehicles to be exempt from any restrictions</p>
Cycling safety	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the previous bridge closure to motorised traffic had resulted in safer travel for cyclists, with the reopening of the bridge resulting in a decrease in safety, with some of these respondents indicating that they now avoid Mill Road because of it. These respondents all felt motorised traffic needed to be reduced in some way • Some of the respondents who discussed this theme felt that more enforcement was needed of motorised traffic speeds, close/illegal overtaking of cyclists, and parking on pavements, as laws around these were felt to be broken on a regular basis. Most of these respondents felt that enforcement officers needed more regular patrols on Mill Road but there were also suggestions of introducing speed cameras, speed bumps, or other traffic calming measures • Some of the respondents who discussed this theme felt that cycle lanes should be introduced on Mill Road, with most of these respondents suggesting that a one-way system for motorised traffic would provide the room needed for this • A few of the respondents who discussed this theme felt that more maintenance was needed on the roads, as the number of potholes and other damage resulted in traffic having to swerve to avoid them • A few of the respondents who discussed this theme indicated that they felt cyclists should be using routes to cross the railway other than Mill Road as they were already provided for cyclist safety. Most of these respondents suggested the Carter Bridge • A few of the respondents who discussed this theme indicated that speeding and other unsafe driving had occurred more often when the bridge was previously closed, which had resulted in lower safety for cyclists at that time
Pedestrian safety	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the previous bridge closure to motorised traffic had resulted in safer travel for pedestrians, with the reopening of the bridge resulting in a decrease in safety, with some of these respondents indicating that they now avoid Mill Road because of it. These respondents all felt motorised traffic needed to be reduced in some way

	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more enforcement was needed of motorised traffic speeds, cycling on pavements, and parking on pavements, as laws around these were felt to be broken on a regular basis. Most of these respondents felt that enforcement officers needed more regular patrols on Mill Road but there were also suggestions of introducing speed cameras, speed bumps, or other traffic calming measures. These respondents were all concerned with parking on the pavements, as they indicated this was done without regard to pedestrians, resulted in cyclists needing to use pavements to avoid accidents with motorised traffic, and reduced already limited pavement space • Some of the respondents who discussed this theme felt that wider pavements should be introduced on Mill Road, as they were too narrow for higher levels of pedestrian traffic or those with mobility aids or pushchairs. Some of these respondents suggested that a one-way system for motorised traffic would provide the room needed for this • Some of the respondents who discussed this theme felt that more maintenance was needed on the pavements and roads as there were a significant number of tripping hazards and damage to the roads resulted in cyclists having to mount pavements suddenly to avoid them <ul style="list-style-type: none"> ○ Some of these respondents indicated that much of the damage to the pavements was caused by the amount of motorised traffic parking on the pavements • A few of the respondents who discussed this theme were concerned about the introduction of more street furniture, particularly in relation to “Theme 2: Improve the quality of place”. These respondents felt this would cause more issues for pedestrians due to limited pavement space unless there were some form of improvement to the width of pavements. <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the existing number of advertising boards and furniture from businesses on Mill Road • A few of the respondents who discussed this theme were concerned about reducing traffic on Mill Road, particularly at night, as they felt it would (and did during the previous bridge closure) make it unsafe for lone pedestrians, particularly women
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	<ul style="list-style-type: none"> • A few of the respondents who discussed this theme indicated that speeding and other unsafe driving had occurred more often when the bridge was previously closed, which had resulted in lower safety for pedestrians at that time
Opposition to the closure of the bridge to motorised traffic	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to the bridge being closed to motorised traffic again as they felt it negatively impacted the area, particularly businesses and places of worship, resulted in increased congestion and pollution for nearby streets, and made accessing properties difficult for residents <ul style="list-style-type: none"> ○ Some of these respondents felt that much of the congestion and pollution issues were caused by illegal pavement parking, as this narrowed an already narrow route. These respondents felt that more enforcement officers and dedicated delivery bays were needed to stop this ○ Some of these respondents suggested making Mill Road a one-way street instead of restricting access to the bridge, as this would still allow access for anyone that needed it while discouraging through traffic and providing room for active travel improvements ○ Some of these respondents felt that more city-wide improvements were needed to active travel and public transport accessibility, particularly for those travelling to/from outside Cambridge city, with city-wide restrictions on motorised traffic needed to negate the movement of congestion elsewhere ○ Some of these respondents indicated that issues with noise/air pollution would begin to reduce over time as motorised traffic moved over to electric vehicles. Some of these respondents felt a “quick win” would be to make all public transport and taxi services electric ○ Some of these respondents felt that Mill Road was still needed as a through route as there were few alternative routes/methods available ○ A few of these respondents indicated that speeding and other unsafe driving had occurred more often when the bridge was previously closed, which had resulted in lower safety for pedestrians and cyclists at that time
Allowances for access through closures	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the closures should not apply to buses, emergency

	<p>vehicles, and those with disabilities but that it should apply to taxis as these respondents felt taxis were responsible for a notable amount of speeding, pavement parking, and noise/air pollution</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the closures should be closed to “through traffic” while allowing access for local residents • Some of the respondents who discussed this theme felt that local businesses and delivery vehicles should have some form of access via time restricted delivery slots • Some of the respondents who discussed this theme felt that bridge should be accessible to electric-powered buses and taxis • A few of the respondents who discussed this theme felt the bridge should be closed to all motorised traffic and felt Mill Road should be pedestrianised • A few of the respondents who discussed this theme felt the bridge should be closed to all but emergency vehicles and buses
Reduce motorised traffic	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Mill Road needed some form of reduction in motorised traffic, as the current levels were felt to make the area unsafe for cyclists and pedestrians as well as too polluting for residents <ul style="list-style-type: none"> ○ Most of these respondents suggested making Mill Road a one-way street instead of restricting access to the road, as this would still allow access for anyone that needed it while discouraging through traffic and providing room for active travel improvements ○ Some of these respondents felt through traffic should be restricted so Mill Road was only accessible to local residents ○ Some of these respondents felt that Mill Road should be pedestrianised, highlighting the benefits seen during the Mill Road Winter Fair <ul style="list-style-type: none"> ▪ Some of these respondents felt this should be done on a time restricted basis, with particular suggestions being closed to motorised traffic over the weekend

Question 13: Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

822 respondents left comments on the question asking if the proposals would have a positive or negative impact on any person/s or groups/s protected under the Equality Act 2010.

Summary of main themes

Comment Theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that in order to avoid a negative impact on those with disabilities some form of access through the traffic restrictions would be required for those with disabilities who required a motorised vehicle for transport • Most of the respondents who discussed this theme felt that 'Theme 1: Do nothing' would negatively impact on those with disabilities as current levels of motorised traffic, pollution, and poor quality/narrow pavements made travel unsafe and difficult • Some of the respondents who discussed this theme were concerned that restricting motorised traffic on Mill Road would negatively impact on those with disabilities who required a motorised vehicle for travel or those who cared for them, restricting their access to businesses/places of worship/medical facilities/residential properties. These respondents were also concerned that restricting motorised traffic on Mill Road would result in greater congestion in nearby areas, negatively impacting on those outside Mill Road as well <ul style="list-style-type: none"> ○ Some of these respondents also discussed negative impacts on those who are pregnant (as they may require a vehicle to travel safely), those needing access to places of worship (as they may not be able to walk/cycle and public transport was not felt to be suitable), and women (particularly at night, due to a reduced feeling of safety from a lack of passing traffic) • Some of the respondents who discussed this theme felt that reducing motorised traffic would positively impact on those with disabilities as it would increase safety, reduce pollution, and could provide more pavement/cycling space particularly for those with mobility aids

	<ul style="list-style-type: none"> Some of the respondents who discussed this theme were concerned that 'Theme 2: Improve the quality of place' could introduce more clutter onto already crowded pavements and that the needs of disabled individuals needed to be considered if/when implementing this theme
Age	<ul style="list-style-type: none"> Respondents who discussed this theme gave similar reasons for the proposals having a positive or negative impact on younger/older residents as for those with disabilities
Impact on residents	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that 'Theme 1: Do nothing' would negatively impact on residents as current levels of motorised traffic, pollution, and poor quality/narrow pavements made travel unsafe and difficult Some of the respondents who discussed this theme were concerned that restricting motorised traffic on Mill Road would negatively impact on residents who required a motorised vehicle for travel, restricting their access to businesses/places of worship/medical facilities/residential properties. These respondents were also concerned this would result in greater congestion in nearby areas, negatively impacting on those outside Mill Road as well Some of the respondents who discussed this theme felt that reducing motorised traffic would positively impact local residents as it would increase safety, reduce pollution, and provide more pavement/cycling space Some of the respondents who discussed this theme felt that some form of access through the traffic restrictions should be available for local residents, as this would stop the high levels of through traffic while not negatively impacting local residents' access to businesses/places of worship/medical facilities/residential properties
Impact on business and places of worship	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that reducing motorised traffic on Mill Road would benefit the businesses on Mill Road as it would make it a safer and more accessible destination <ul style="list-style-type: none"> Some of these respondents queried whether the loss of business during the previous closure was due to Covid-19 rather than the bridge closure, as it is not possible to stop outside a business when driving through so they should not be reliant on passing trade from motorised traffic

	<ul style="list-style-type: none"> ○ Some of these respondents felt that exceptions to any road closures could be applied to delivery vehicles, particularly on a time limited basis, to reduce any negative impact this could have • Some of the respondents who discussed this theme were concerned reducing motorised traffic would negatively impact businesses as it would make deliveries difficult, reduce passing trade, and make it difficult for tradespeople to access buildings <ul style="list-style-type: none"> ○ Some of these respondents felt that exceptions to any road closures could be applied to delivery vehicles and tradespeople, particularly on a time limited basis, to reduce the negative impact this could have • A few of the respondents who discussed this theme were concerned reducing motorised traffic would make accessing places of worship difficult for those requiring a motorised vehicle for travel
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Question 14: Do you have any other comments about our proposals for Mill Road or how the road could function in the future?

795 respondents left comments on the question asking if they had any other comments about the proposals for Mill Road or how the road could function in the future.

Summary of main themes

Comment Theme	Respondent comments
Reduce motorised traffic	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Mill Road needed some form of reduction in motorised traffic, as the current levels were felt to make the area unsafe for cyclists and pedestrians as well as too polluting for residents <ul style="list-style-type: none"> ○ Most of these respondents suggested making Mill Road a one-way street instead of restricting access to the road, as this would still allow access for anyone that needed it while discouraging through traffic and providing room for active travel improvements ○ Some of these respondents felt through traffic should be restricted so Mill Road was only accessible to local residents ○ Some of these respondents felt this should be done on a time restricted basis, with particular

	<p>suggestions being closed to motorised traffic over the weekend</p> <ul style="list-style-type: none"> ○ A few of these respondents felt that Mill Road should be pedestrianised, highlighting the benefits seen during the Mill Road Winter Fair ● A few of these respondents were concerned that the increase in housing developments nearby, such as Ironworks, would result in higher levels of motorised traffic and felt further development should be restricted to reduce this impact
Business impact	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt reducing motorised traffic on Mill Road would make it a more attractive destination for shopping/leisure and benefit local businesses <ul style="list-style-type: none"> ○ Some of these respondents felt the negative impacts on businesses from the previous bridge closure were the result of Covid lockdown restrictions rather than the bridge closure itself <ul style="list-style-type: none"> ▪ Some of these respondents requested decision makers see evidence about these impacts taking lockdown restrictions into consideration ● Some of the respondents who discussed this theme were concerned restrictions on motorised traffic would negatively impact on businesses, as they would lose “through traffic” advertising and business. These respondents indicated that previous bridge closures had lowered sales and shut down businesses ● Some of the respondents who discussed this theme felt that dedicated delivery bays were needed for businesses in order to reduce pavement parking and, if restrictions were to be placed on motorised traffic, specific time slots given for delivery vehicles to be exempt from any restrictions
Support for closure of the bridge to motorised traffic	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that the bridge closure to motorised traffic resulted in Mill Road being safer for cyclists and pedestrians, made it more of a “destination for shopping and leisure”, with reduced congestion and subsequent air/noise pollution, so wished to see it closed again <ul style="list-style-type: none"> ○ Some of these respondents discussed what exemptions were needed for motorised traffic crossing the bridge <ul style="list-style-type: none"> ▪ Some of these respondents felt that the closure should not apply to buses, emergency vehicles, and those with disabilities but that it should apply to

	<p>taxis as these respondents' felt taxis were responsible for a notable amount of speeding, pavement parking, and noise/air pollution</p> <ul style="list-style-type: none"> ▪ Some of these respondents felt that the bridge should be closed to "through traffic" while allowing local residents access ▪ Some of these respondents felt that local businesses and delivery vehicles should have some form of access via time restricted delivery slots ▪ Some of these respondents felt that the bridge should only be accessible to buses and taxis that are electric-powered ▪ A few of these respondents felt the bridge should be closed to all motorised traffic and that Mill Road should be pedestrianised ▪ A few of these respondents felt the bridge should be closed to all but emergency vehicles and buses <ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated they supported a closure of the bridge but felt it should be on a time restricted basis, such as at evenings/weekends or during rush hour periods • A few of the respondents who discussed this theme indicated they were supportive of closing the bridge to motorised traffic but felt the impacts on surrounding areas traffic levels needed to be monitored and/or interventions put in place to negate these impacts, such as allowing residents access
No changes to motorised traffic access to Mill Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should be no changes to the accessibility of Mill Road to motorised traffic due to the negative impacts on congestion on nearby roads, local residents, businesses, those on lower incomes, and those who needed a car for travel (such as those with disabilities) <ul style="list-style-type: none"> ○ Some of these respondents indicated that a more city-wide approach was needed over looking at a road in isolation ○ Some of these respondents felt the previous closures of the bridge had highlighted why reducing motorised traffic access to Mill Road would result in the discussed negative impacts

	<ul style="list-style-type: none"> ○ Some of these respondents felt funds should be spent on improving the pathways and roads, particularly on repairs and other general maintenance, as the current condition was felt to be dangerous
Parking issues	<ul style="list-style-type: none"> • Respondents who discussed this theme felt there were too many instances of delivery vehicles and other motorised traffic parking on pavements, resulting in decreased safety/accessibility for pedestrians and increased congestion. <ul style="list-style-type: none"> ○ Most of these respondents felt some form of enforcement was needed to stop this, such as bollards or increased traffic wardens ○ Some of these respondents felt that there should be limited, set delivery times ○ Some of these respondents felt there needed to be alternative parking arrangements for deliveries, such as introducing parking bays
Improvements to the pavements	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the pavements required improvements, particularly widening them and increasing the amount of general maintenance undertaken <ul style="list-style-type: none"> ○ Some of these respondents felt that introducing a one-way system would provide room for wider pavements, as well as allowing cycle-lanes to be introduced, while still allowing motorised traffic access where needed ○ A few of these respondents felt that Mill Road should be pedestrianised
Motorised vehicle speeds	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the speed of motorised traffic using Mill Road. These respondents felt that either some form of enforcement of the speed limits was needed, such as speed cameras, or some form of traffic calming introduced
Improvements to public transport	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that public transport needed to be improved to attract more usage. In particular, lowering the cost of tickets, making the buses more reliable, and increasing the number of routes/running times <ul style="list-style-type: none"> ○ Some of these respondents indicated that buses should run on electric only in Cambridge in order to reduce air/noise pollution • A few of the respondents who discussed this theme felt that Mill Road and more of Cambridge could use some form of tram system, as they were felt to be quieter, cleaner, and more accessible than buses

Stakeholder responses

Background

Responses were received on behalf of 18 different groups and organisations.

Anglia Ruskin University	Elected representative of Cambridge taxi trade
Arjuna Wholefoods	Greater Cambridge Planning Access Officer
Cambridge City Councillor for Romsey	Historic England
Cambridge Friends of the Earth	Mill Road 4 People
Cambridge Green Party	Mill Road Baptist Church
Camcycle	Mill Road Traders Association
Cllr Dinah Pounds Cambridge City Council	Natural England
Cllr Mairéad Healy (Romsey ward Councillor)	South Petersfield RA
Daniel Lee, Cambridge City Council	St Barnabas Church

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a [brief summary of the common themes](#) expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of major themes

Comment theme	Respondent comments
Impact on businesses and religious centres	<ul style="list-style-type: none"> Most of the stakeholders who discussed this theme felt that some form of exemption should be in place for businesses to receive deliveries should there be anything put in place to reduce traffic (with some of these stakeholders supporting traffic reduction measures and some of them opposing it) <ul style="list-style-type: none"> Some of these stakeholders felt that delivery bays should be put on Mill Road to allow businesses to avoid having to park on the pavement/block the road to receive deliveries Some of the stakeholders who discussed this theme indicated that they felt Mill Road needed reductions in motorised traffic and that this would positively impact on businesses/religious centres as it would make the area more attractive and safer for visitors/residents <ul style="list-style-type: none"> Some of these stakeholders asked for more information on the impacts of previous

	<p>closures on businesses in the area, so that any concerns could be addressed</p> <ul style="list-style-type: none"> Some of the stakeholders who discussed this theme were concerned about any closures to motorised traffic, as they felt it would negatively impact on businesses/religious centres and their accessibility to visitors, particularly any older visitors or those with disabilities
Reduce motorised traffic	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt that Mill Road needed some form of reduction in motorised traffic, as the current levels were felt to make the area unsafe for cyclists and pedestrians as well as too polluting for residents. Stakeholders were particularly concerned about motorised vehicles using Mill Road as a through route to other places <ul style="list-style-type: none"> Most of these stakeholders indicated they would be in support of a road closure to most motorised traffic with exemptions for delivery vehicles, public transport, taxis, and those with disabilities. These stakeholders felt this needed to be done sooner rather than later There were also suggestions from stakeholders regarding making Mill Road one-way or putting restrictions in place on a time limited basis
Pavement parking	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned about levels of pavement parking on Mill Road, which was felt to endanger pedestrians and increase congestion. These respondents felt that better enforcement or physical limitations should be in place to stop this behaviour <ul style="list-style-type: none"> Some of these stakeholders felt that dedicated parking bays and/or times were needed for deliveries to reduce this behaviour without negatively impacting on businesses
Opposition to the closure of Mill Road to motorised traffic	<ul style="list-style-type: none"> Stakeholders who discussed this theme indicated they were opposed to the bridge or other areas of Mill Road being closed to motorised traffic again as they felt it negatively impacted the area, particularly businesses and places of worship, resulted in increased congestion and pollution for nearby streets, negatively impacted on older and disabled people, and made accessing properties difficult for residents

Improvements to the pavements	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt the pavements required improvements, particularly widening them and increasing the amount of general maintenance undertaken
Motorised vehicle speeds	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned about the speed of motorised traffic using Mill Road. These respondents felt that either some form of enforcement of the speed limits was needed, such as speed cameras, or some form of traffic calming introduced

Email, social media and letter responses

58 responses from 48 respondents were received regarding the consultation through email, phone, social media platforms such as Facebook and Twitter, and letters.

Summary of major themes

Comment theme	Respondent comments
Opposition to the closure of Mill Road to motorised traffic	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they were opposed to the bridge or other areas of Mill Road being closed to motorised traffic again as they felt it negatively impacted the area, particularly businesses and places of worship, resulted in increased congestion and pollution for nearby streets, negatively impacted on older and disabled people, and made accessing properties difficult for residents <ul style="list-style-type: none"> Some of these respondents felt that much of the congestion and pollution issues were caused by illegal pavement parking, as this narrowed an already narrow route. These respondents felt that more enforcement officers and dedicated delivery bays were needed to stop this Some of these respondents felt that more city-wide improvements were needed to active travel and public transport accessibility, particularly for those travelling to/from outside Cambridge city Some of these respondents indicated that issues with noise/air pollution would begin to reduce over time as motorised traffic moved over to electric vehicles. Some of these respondents felt that Mill Road was still needed as a through route as there were few alternative routes/methods available Some of these respondents indicated that speeding and other unsafe driving had occurred more often when the bridge was previously closed, which had resulted in lower safety for pedestrians and cyclists at that time
Issues with the consultation	<ul style="list-style-type: none"> Respondents who discussed this theme highlighted areas they had issues with the consultation process or survey. These included:

	<ul style="list-style-type: none"> ○ Concerns the consultation process had started too early with the development of nearby housing estates yet to be completed. These respondents felt the impacts on traffic and pollution from these estates would need to be measured before action was taken ○ That consultations weren't a great way to judge public opinion ○ That residents of nearby areas were not well informed of the consultation ○ That a focus on closing the bridge was too narrow a concept for a consultation at this stage and should focus on more of the road ○ That there were issues with limitations to question answers ○ That the brochure was hard to navigate to from the brochure/survey ○ Concerns that about decision-makers' affiliations with special interest groups
Reduce motorised traffic	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that Mill Road needed some form of reduction in motorised traffic, as the current levels were felt to make the area unsafe for cyclists and pedestrians as well as too polluting for residents <ul style="list-style-type: none"> ○ Some of these respondents suggested making Mill Road a one-way street instead of restricting access to the road, as this would still allow access for anyone that needed it while discouraging through traffic and providing room for active travel improvements ○ Some of these respondents felt through traffic should be restricted so Mill Road was only accessible to local residents ○ Some of these respondents felt this should be done on a time restricted basis
Pavement parking	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about levels of pavement parking on Mill Road, which was felt to endanger pedestrians and increase congestion. These respondents felt that better enforcement or physical limitations should be in place to stop this behaviour <ul style="list-style-type: none"> ○ Some of these respondents felt that this was the main cause of congestion on Mill

	<p>Road and reducing pavement parking would negate the need for restrictions on motorised vehicles</p> <ul style="list-style-type: none"> ○ Some of these respondents felt that dedicated parking bays and/or times were needed for deliveries to reduce this behaviour without negatively impacting on businesses
Maintenance	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that pavements and the road on Mill Road required more maintenance to fix damaged paths and potholes, as these were felt to be endangering users of the road <ul style="list-style-type: none"> ○ Some of these respondents were concerned about increasing planting and street furniture, indicating that these needed to avoid reducing the space available for pedestrians

Appendices

Appendix 1: Respondent profile

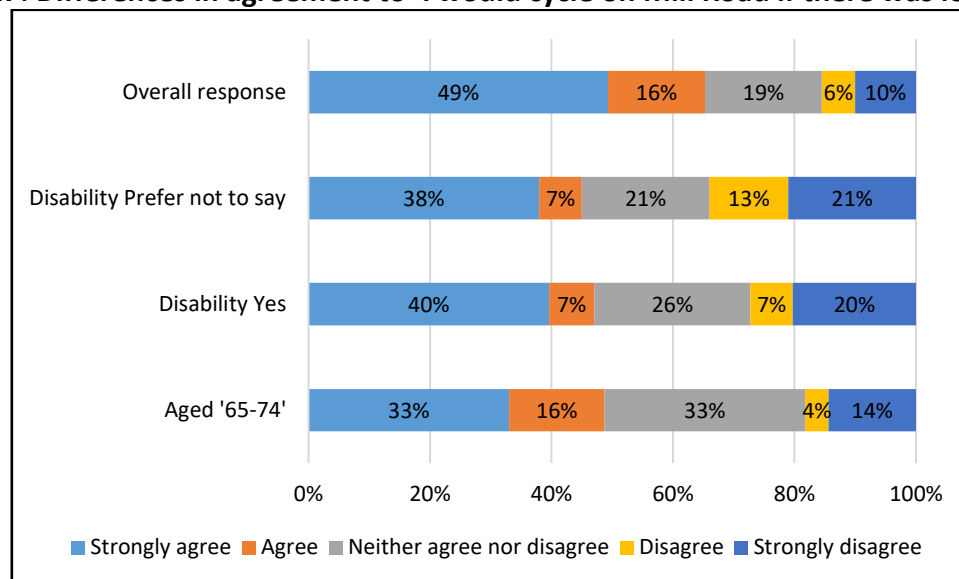
TBD

Appendix 2: Differences in response

Differences in response to Question 4: 'How far do you agree or disagree with the following statements about Mill Road today, with no restriction on traffic movement?'

Respondents were less likely to 'agree'/'strongly agree' to 'I would cycle on Mill Road if there was less traffic' than the overall response if they indicated they were aged '65-74' (49%), had a disability that affects travel decisions (47%), or would 'prefer not to say' whether they had a disability that affects travel decisions (45%).

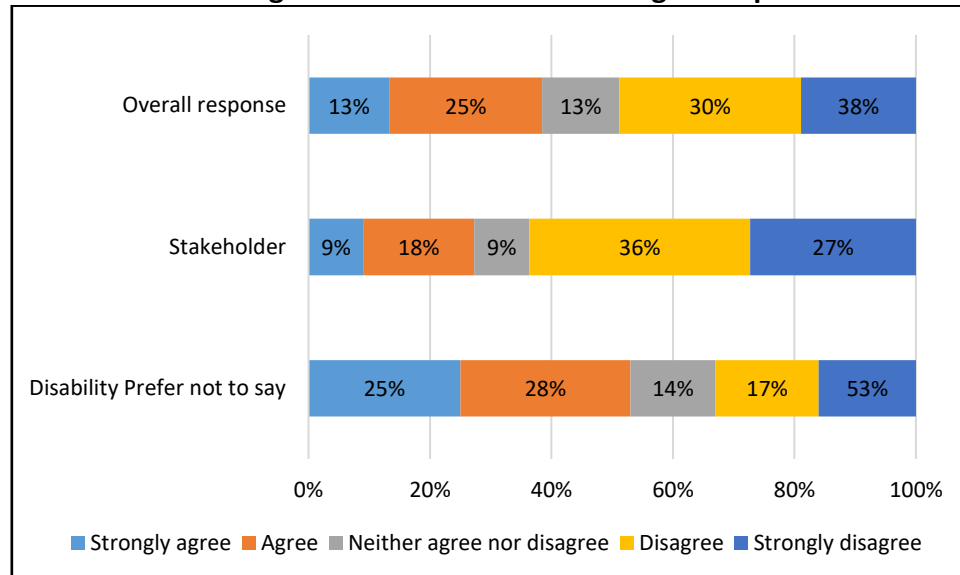
Figure 17: Differences in agreement to 'I would cycle on Mill Road if there was less traffic'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were more likely to ‘agree’/‘strongly agree’ to ‘There are enough safe places to cross on foot’ than the overall response if they indicated they would ‘prefer not to say’ whether they had a disability that affects travel decisions (53%). Stakeholders were more likely to ‘disagree’/‘strongly disagree’ to ‘There are enough safe places to cross on foot’ (64%) than the overall response.

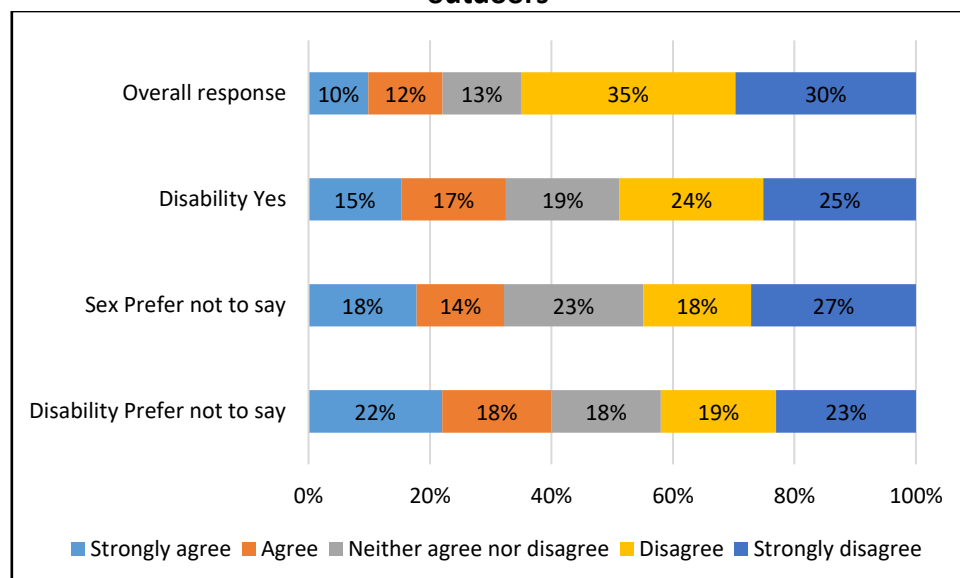
Figure 18: Differences in agreement to ‘There are enough safe places to cross on foot’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to ‘disagree’/‘strongly disagree’ to ‘There are enough places to stop and rest/relax outdoors’ than the overall response if they indicated they had a disability that affects travel decisions (49%), would ‘prefer not to say’ their sex (45%), or would ‘prefer not to say’ whether they had a disability that affects travel decisions (42%).

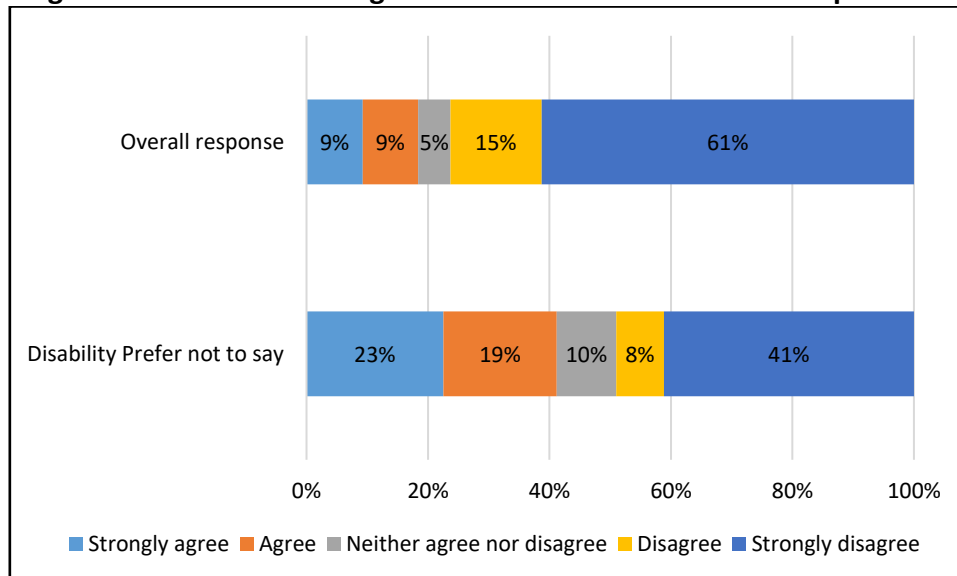
Figure 19: Differences in agreement to ‘There are enough places to stop and rest/relax outdoors’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to 'disagree'/'strongly disagree' to 'Motor traffic is not a problem' than the overall response if they indicated they would 'prefer not to say' whether they had a disability that affects travel decisions (49%).

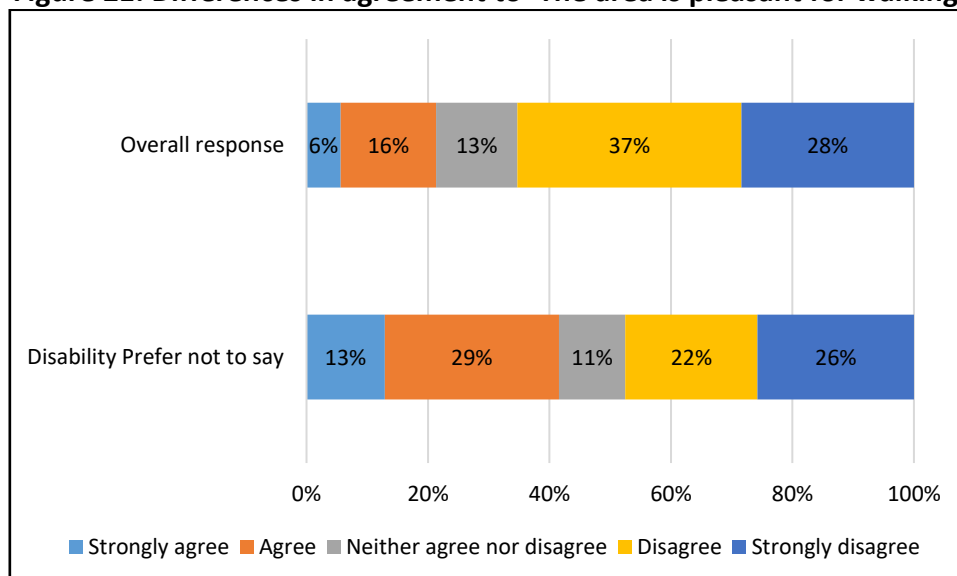
Figure 20: Differences in agreement to 'Motor traffic is not a problem'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to 'disagree'/'strongly disagree' to 'The area is pleasant for walking' than the overall response if they indicated they would 'prefer not to say' whether they had a disability that affects travel decisions (48%).

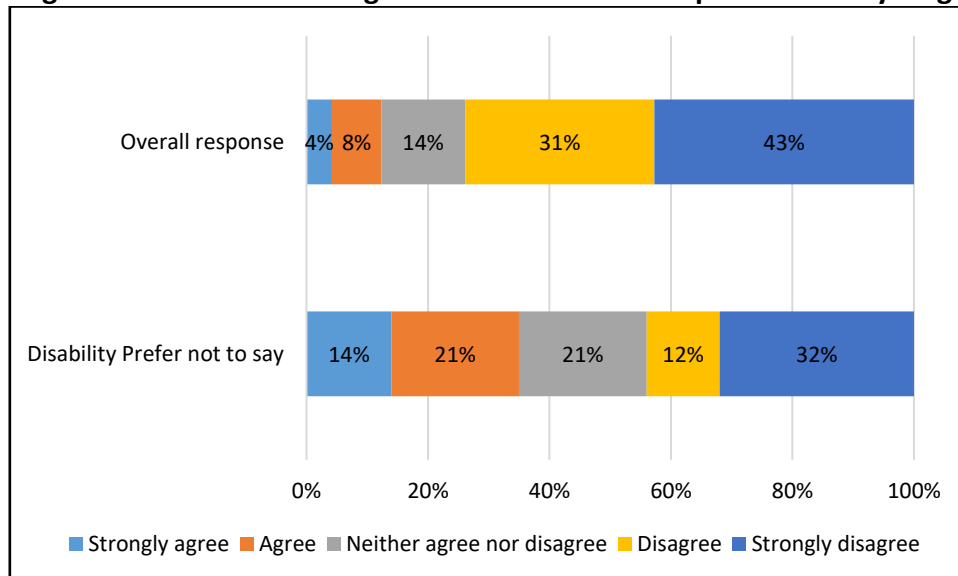
Figure 21: Differences in agreement to 'The area is pleasant for walking'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to 'disagree'/'strongly disagree' to 'The area is pleasant for cycling' than the overall response if they indicated they would 'prefer not to say' whether they had a disability that affects travel decisions (44%).

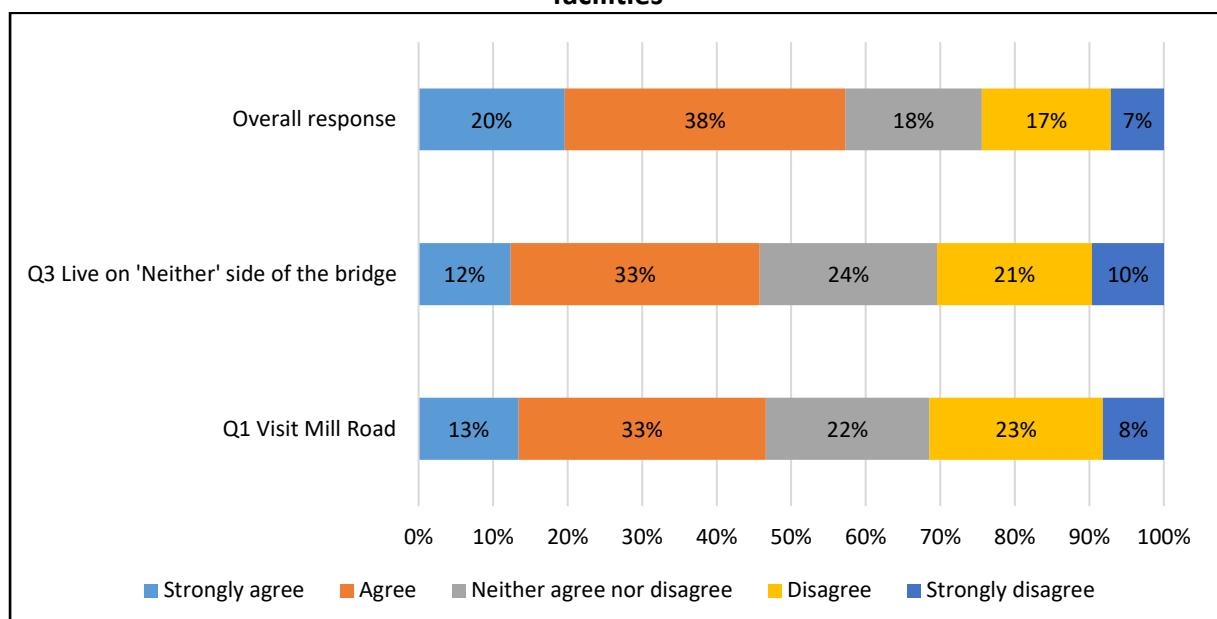
Figure 22: Differences in agreement to 'The area is pleasant for cycling'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to 'agree'/'strongly agree' to 'It is easy to walk to shops, restaurants and leisure facilities' than the overall response if they indicated they 'Visit Mill Road' to question 1 (47%) or lived on 'neither' side of the bridge to question 3 (46%).

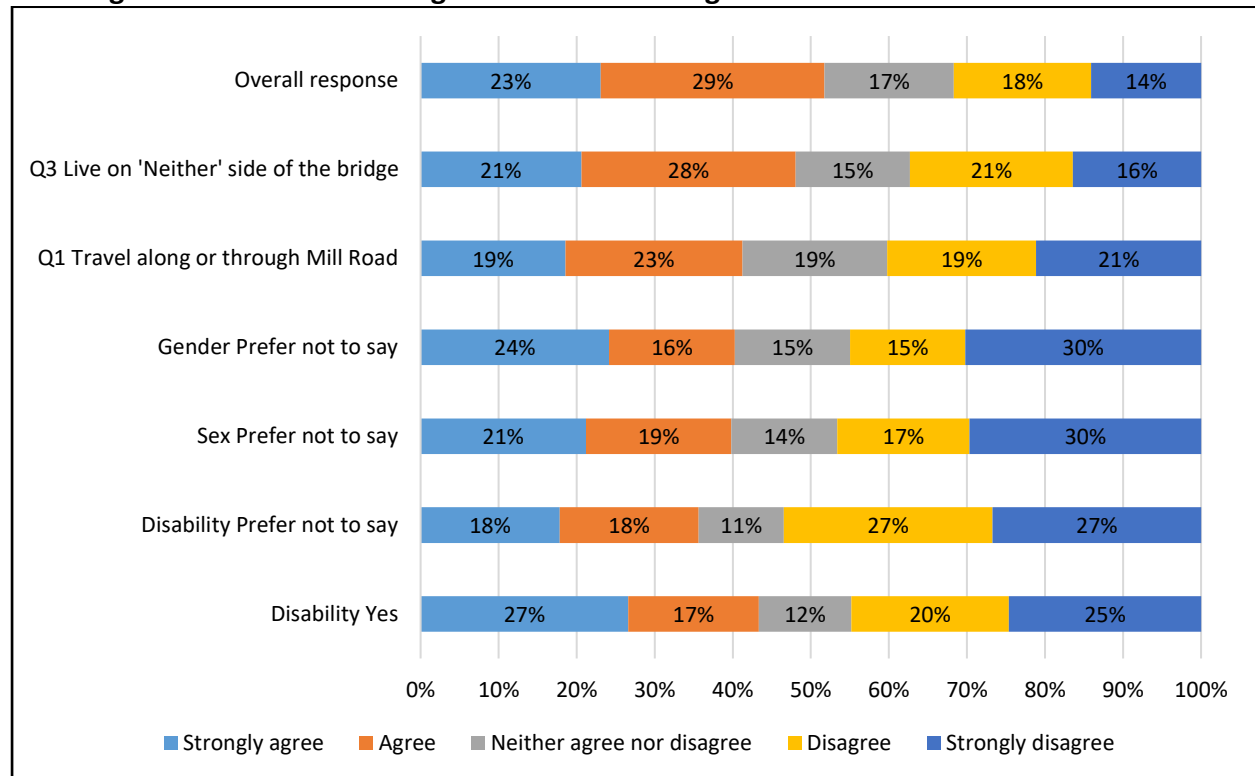
Figure 23: Differences in agreement to 'It is easy to walk to shops, restaurants and leisure facilities'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to agree to ‘Walking is unsafe because of the traffic’ than the overall response if they indicated they had a disability that affects travel decisions (43%), would ‘prefer not to say’ whether they had a disability that affects travel decisions (36%), would ‘prefer not to say’ their sex (40%), would ‘prefer not to say’ their gender (40%), that they ‘Travel along or through Mill Road’ to question 1 (41%), or lived on ‘neither’ side of the bridge to question 3 (48%).

Figure 24: Differences in agreement to ‘Walking is unsafe because of the traffic’

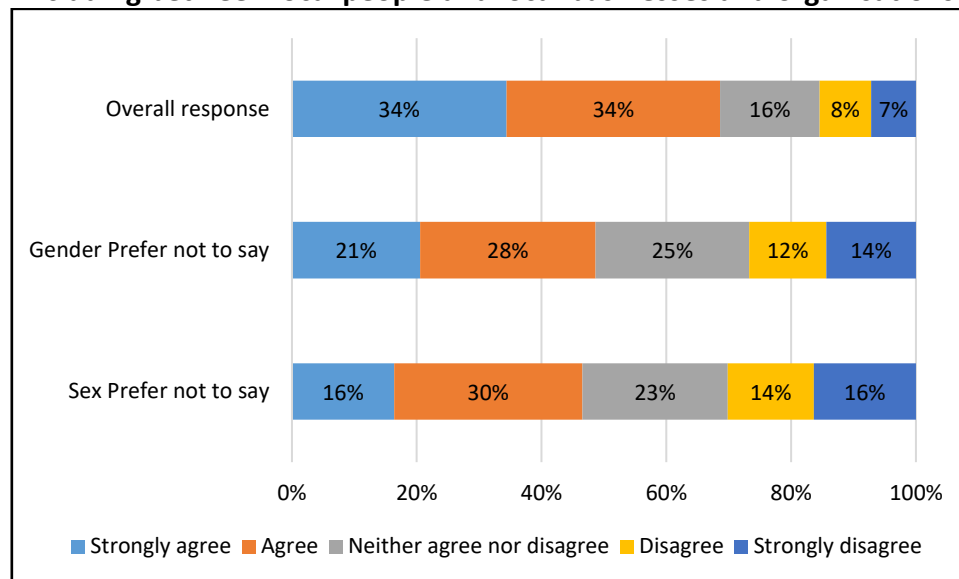


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 5 'Thinking about when Mill Road traffic restrictions were in place, to what extent do you agree or disagree with the following:'

Respondents were less likely to agree to 'There was a strong sense of community feel, including between local people and local businesses and organisations' than the overall response if they indicated they would 'prefer not to say' their sex (47%) or would 'prefer not to say' their gender (49%).

Figure 25: Differences in agreement to 'There was a strong sense of community feel, including between local people and local businesses and organisations'



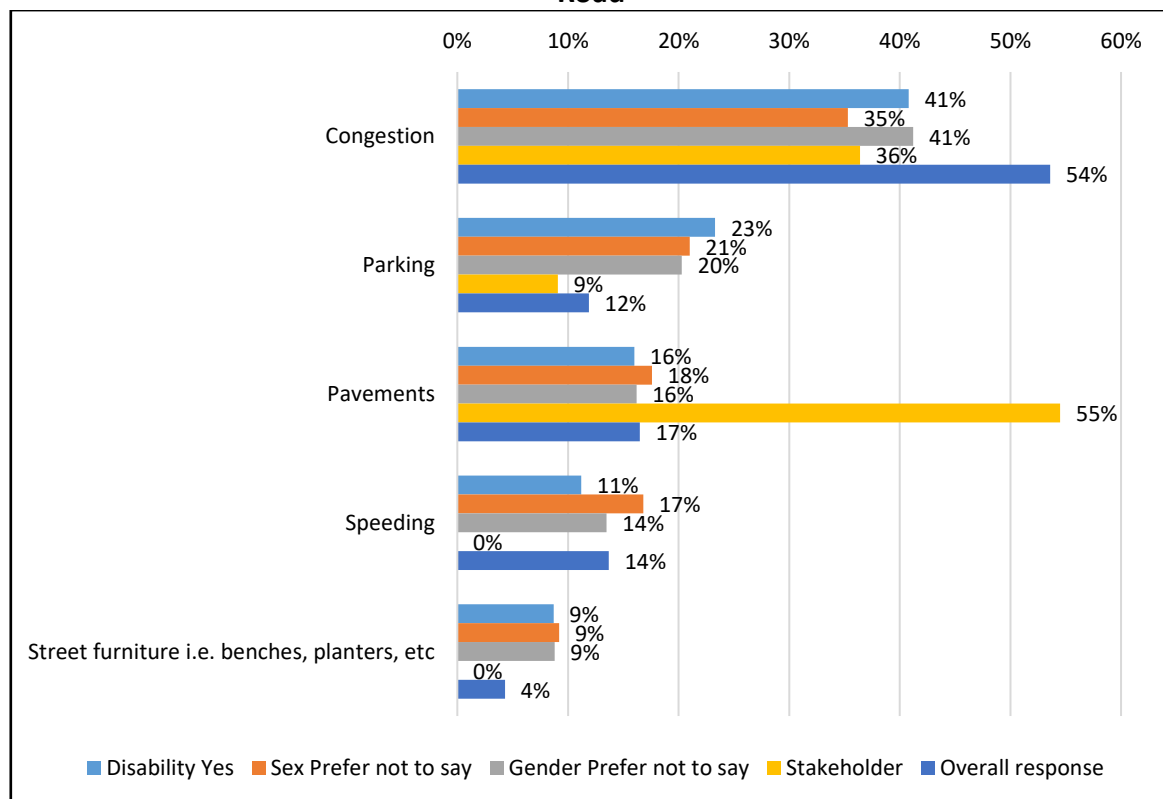
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 8: What do you consider to be the most important issue affecting the way that you use Mill Road? (please tick one option)'

Although 'congestion' was still the most picked answer for the following respondents, they were less likely to choose it than the overall response when they indicated they had a disability that affects travel decisions (41%), would 'prefer not to say' their sex (35%), or would 'prefer not to say' their gender (41%).

The majority of stakeholders indicated that 'pavements' was the most important issue affecting the way they use Mill Road (55%).

Figure 26: Differences in response to the most important issue affecting usage of Mill Road

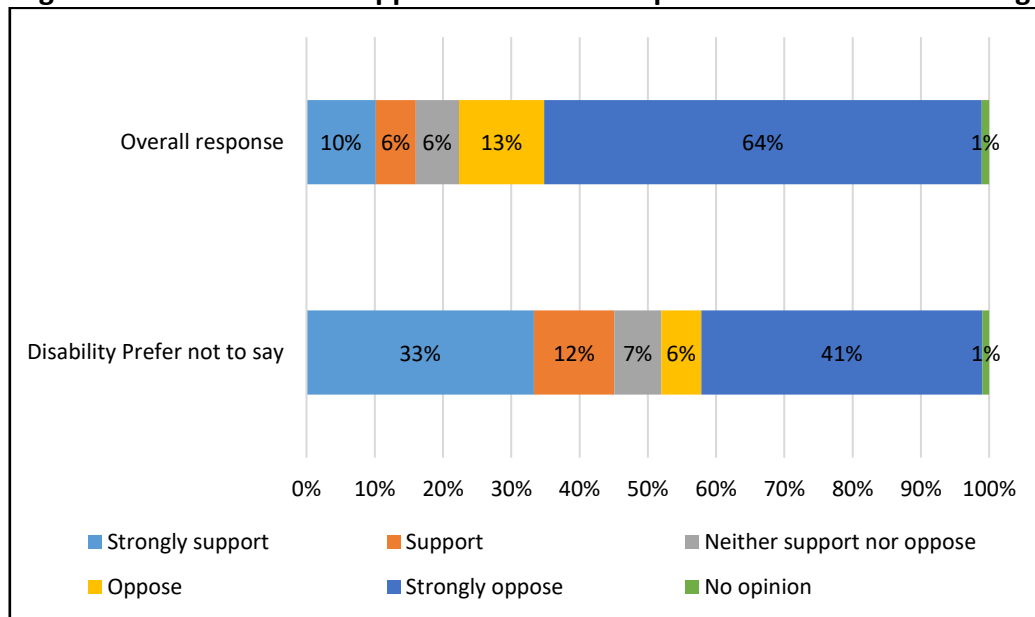


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 9: The brochure outlines measures that could be put in place on Mill Road. How far are you supportive or unsupportive of the following three options for Mill Road? Please refer to pages 6-8 of the brochure.'

Respondents were less likely to 'oppose'/'strongly oppose' 'Theme 1: Do nothing' when they indicated they would 'prefer not to say' if they had a disability that affects travel decisions (47%).

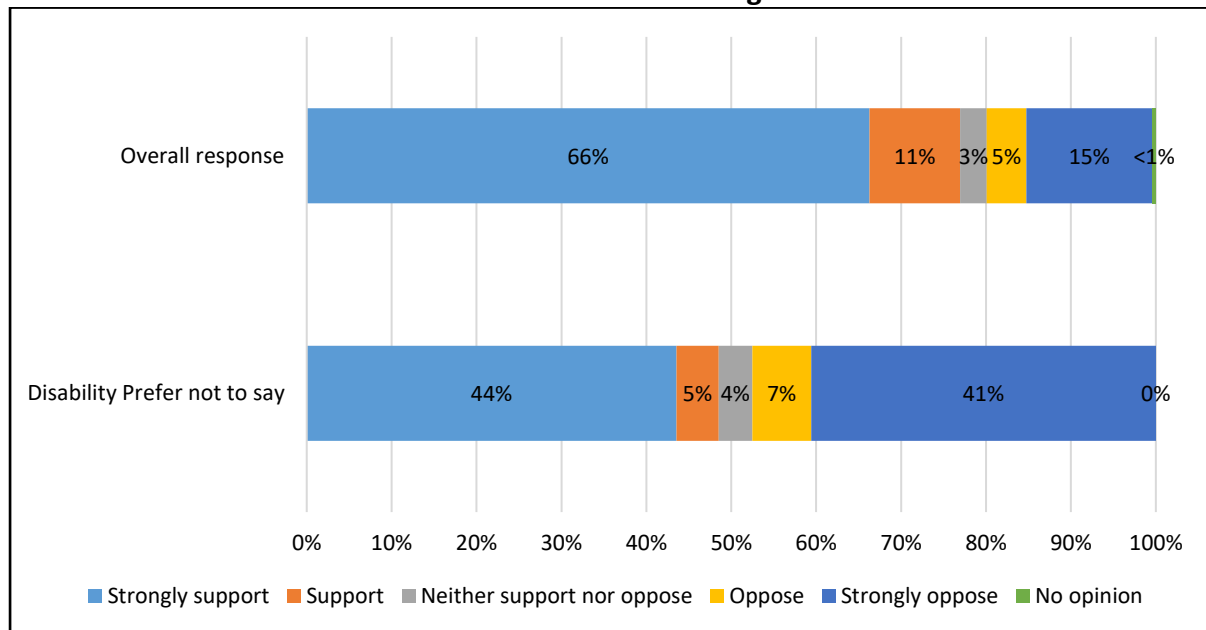
Figure 27: Differences in support for Mill Road options 'Theme 1: Do nothing'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to 'support'/'strongly support' 'Theme 3: Changes to traffic and access in the medium and longer term' when they indicated they would 'prefer not to say' if they had a disability that affects travel decisions (49%).

Figure 28: Differences in support for Mill Road options 'Theme 3: Changes to traffic and access in the medium and longer term'

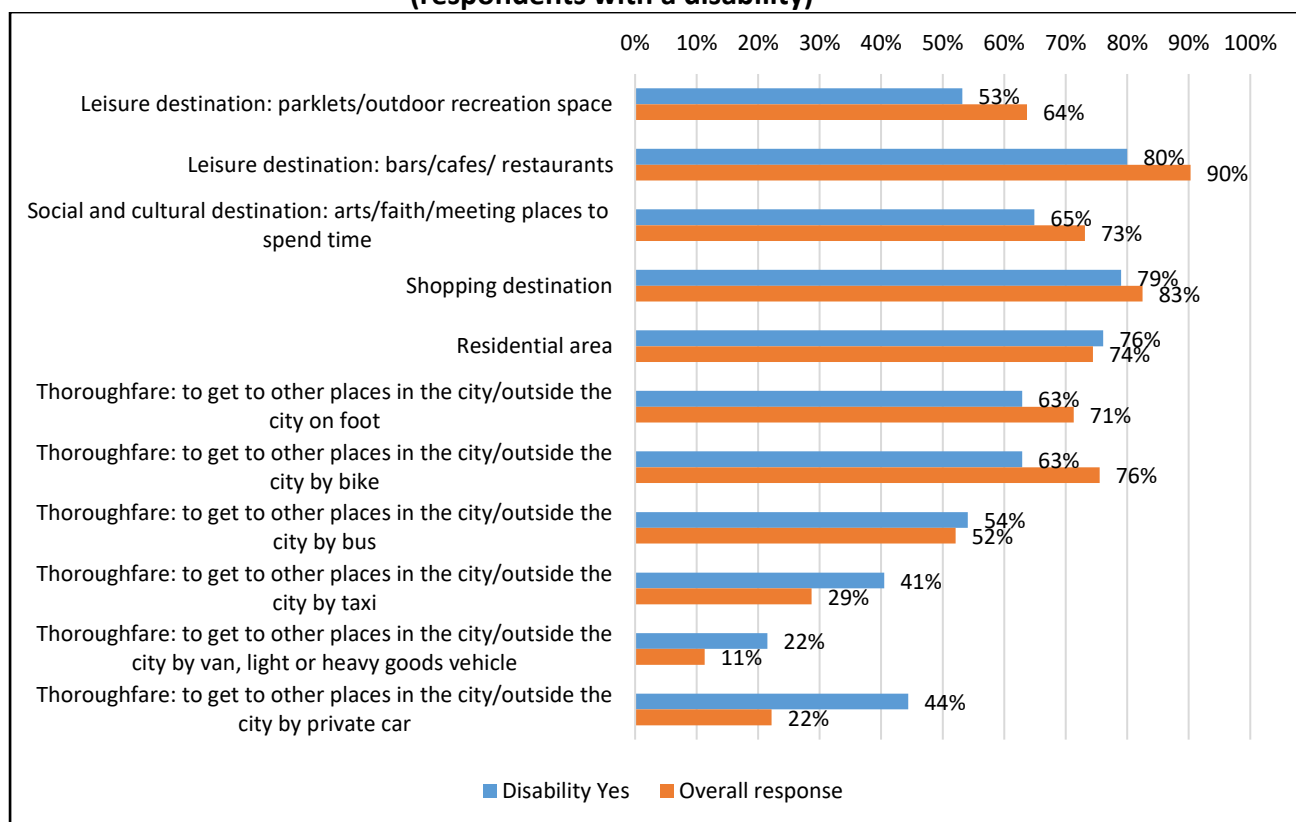


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 10 'What functions do you think are important for Mill Road in the future? (please tick all that apply)'

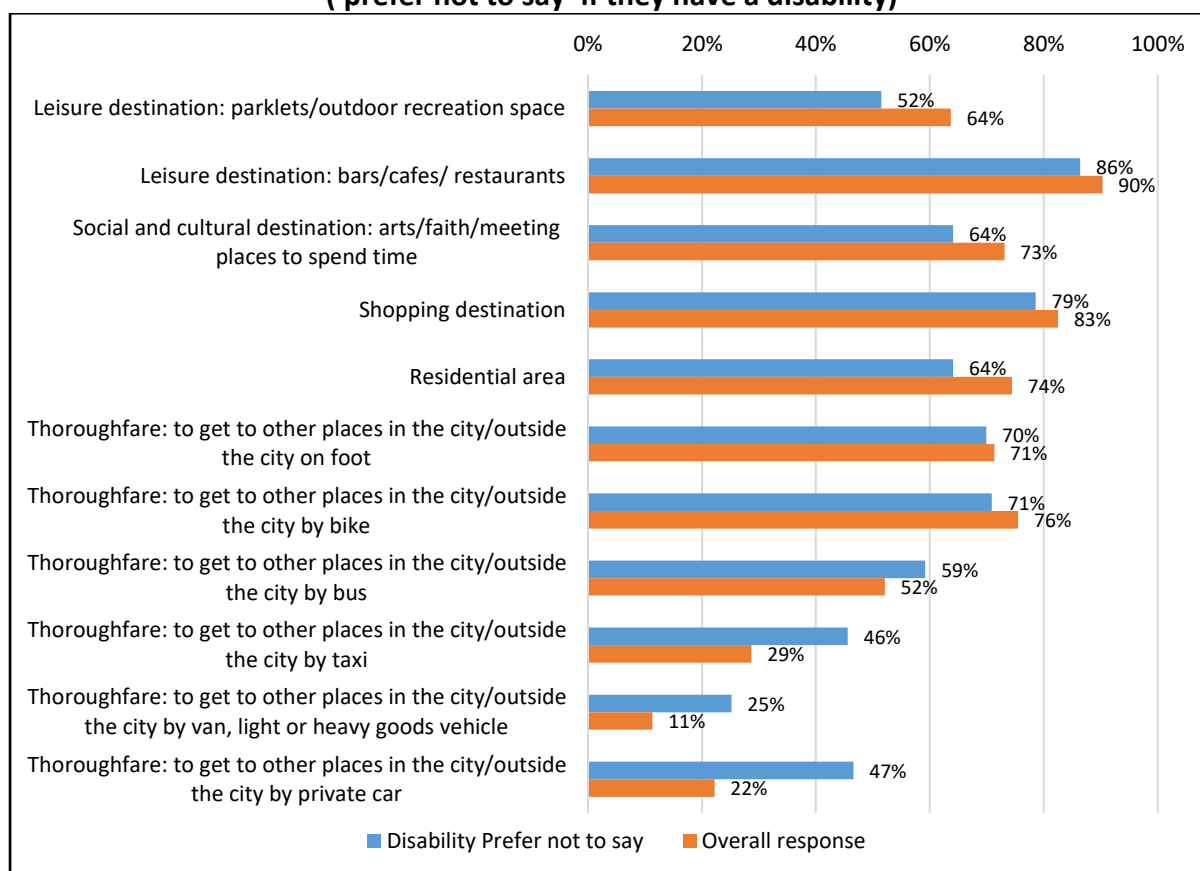
Respondents who indicated they had a disability that affects travel decisions or would 'prefer not to say' if they had a disability that affects travel decisions were more likely than the overall response to indicate 'Thoroughfare: to get to other places in the city/outside the city by taxi' (41% and 29%), 'Thoroughfare: to get to other places in the city/outside the city by van, light or heavy goods vehicle' (22% and 11%), and 'Thoroughfare: to get to other places in the city/outside the city by private car' (44% and 22%) were important functions for the future of Mill Road.

Figure 29: Differences in response to functions important for the future of Mill Road (respondents with a disability)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

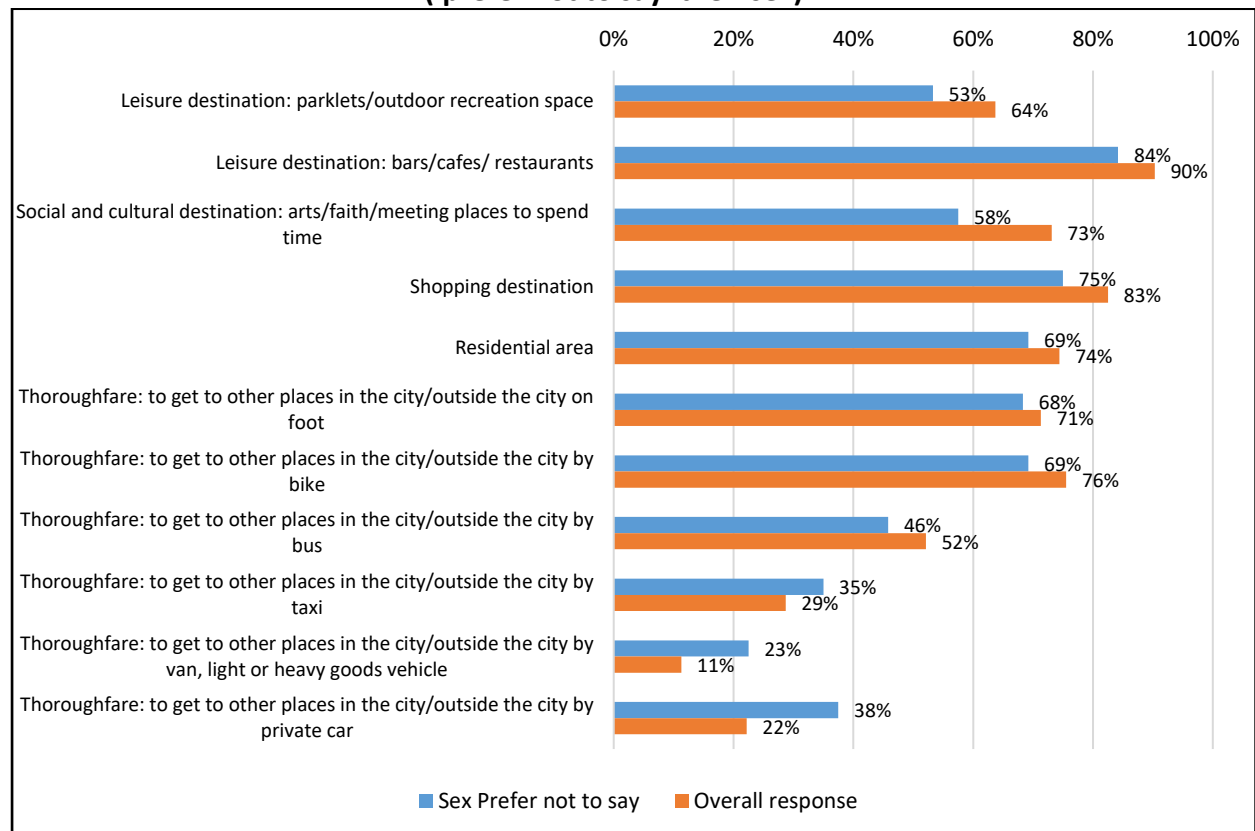
**Figure 30: Differences in response to functions important for the future of Mill Road
(‘prefer not to say’ if they have a disability)**



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents who indicated they would 'prefer not to say' their sex were more likely than the overall response to indicate 'Thoroughfare: to get to other places in the city/outside the city by van, light or heavy goods vehicle' (23%) and 'Thoroughfare: to get to other places in the city/outside the city by private car' (38%) were important functions for the future of Mill Road.

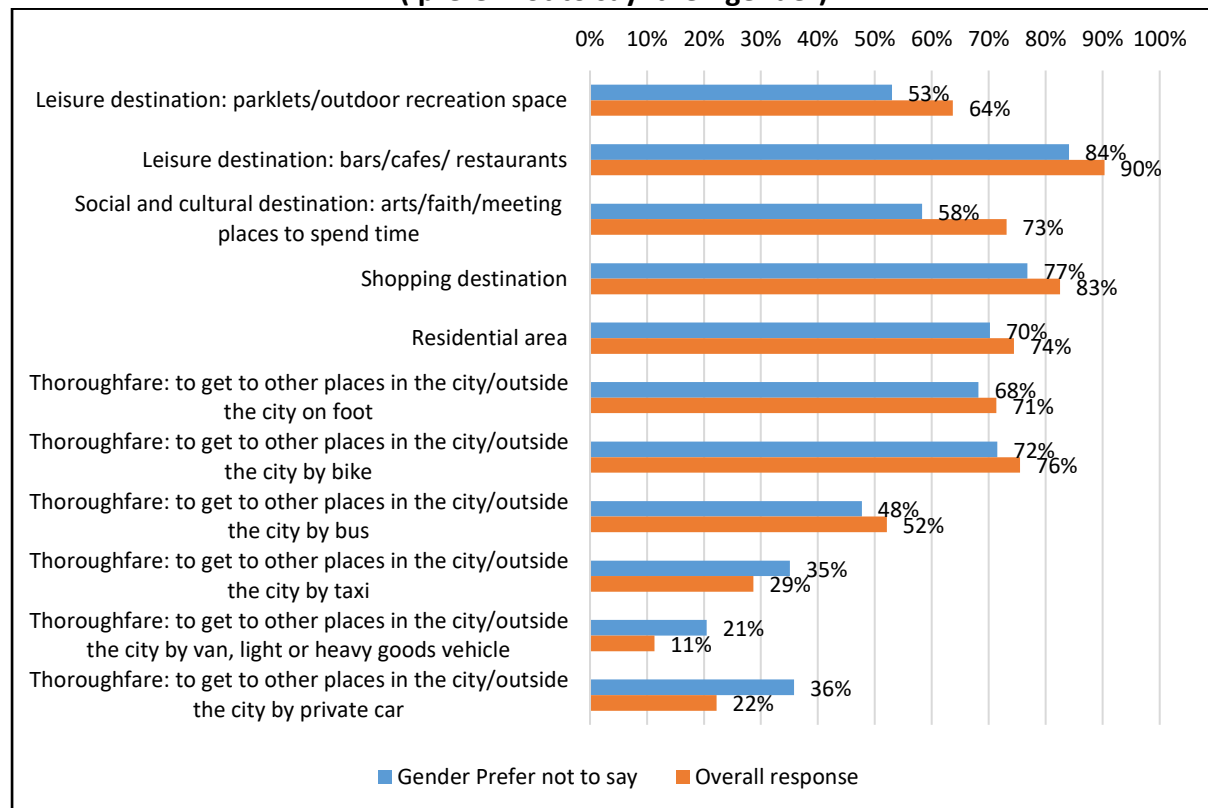
Figure 31: Differences in response to functions important for the future of Mill Road ('prefer not to say' their sex)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents who indicated they would 'prefer not to say' their gender were more likely than the overall response to indicate 'Thoroughfare: to get to other places in the city/outside the city by private car' (36%) were important functions for the future of Mill Road.

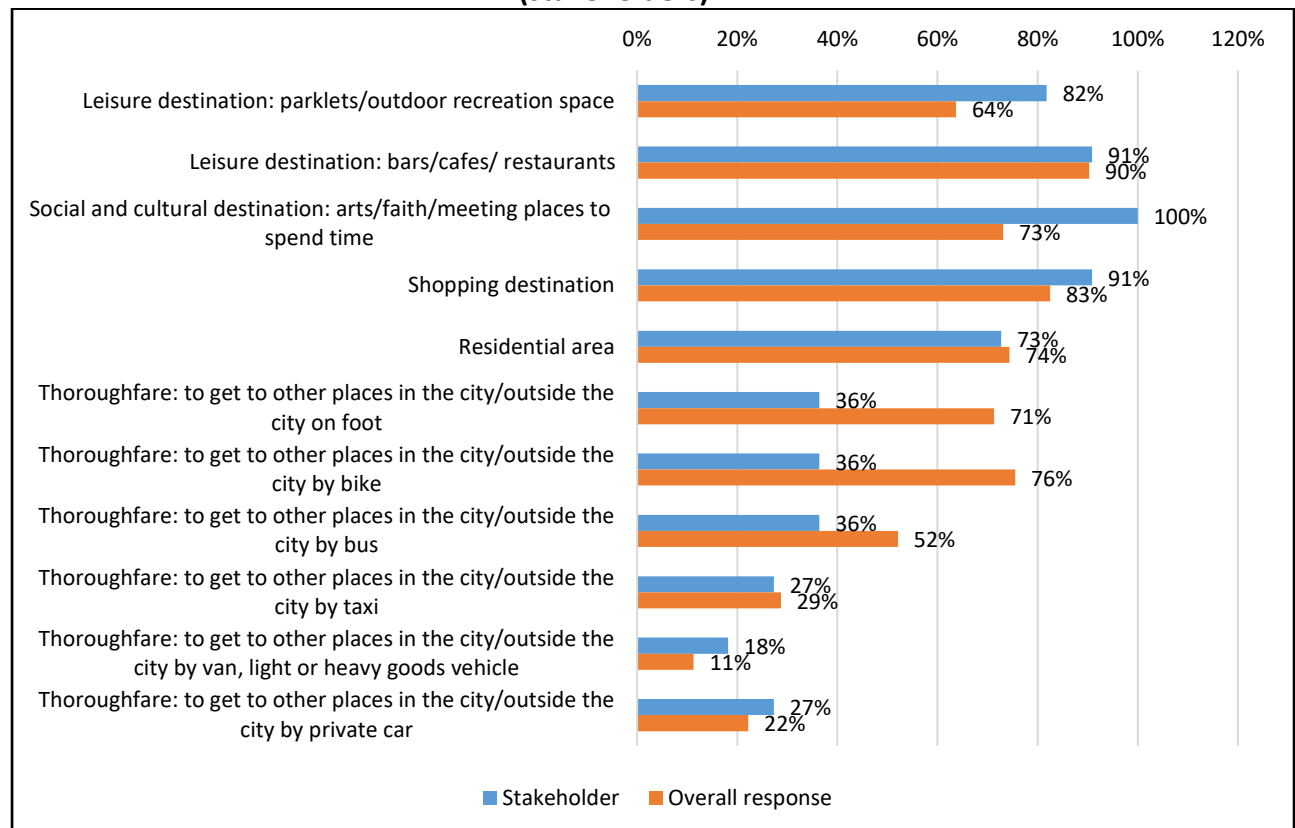
Figure 32: Differences in response to functions important for the future of Mill Road ('prefer not to say' their gender)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Stakeholders were less likely than the overall response to indicate ‘Thoroughfare: to get to other places in the city/outside the city on foot’ (36%), ‘Thoroughfare: to get to other places in the city/outside the city by bike’ (36%), and ‘Thoroughfare: to get to other places in the city/outside the city by bus’ (36%) were important functions for the future of Mill Road.

Figure 33: Differences in response to functions important for the future of Mill Road (stakeholders)



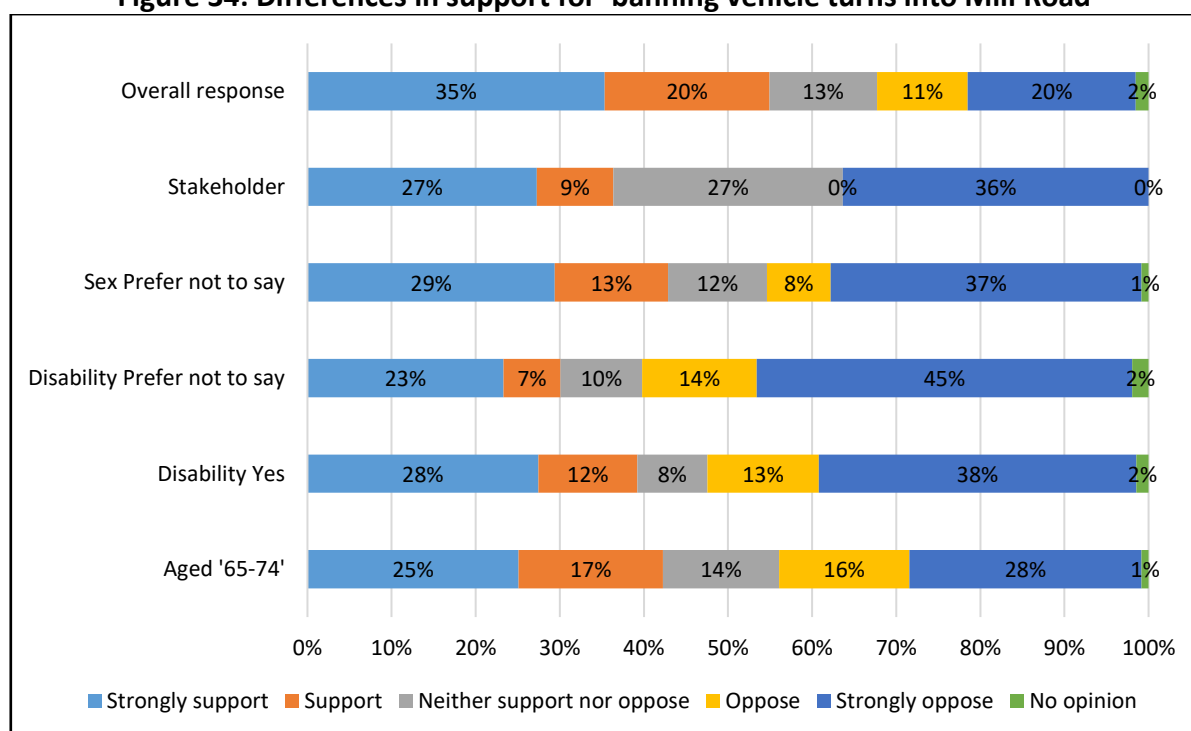
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 11 ‘How far are you supportive or unsupportive of the following measures that could form part of a bigger plan for Mill Road?’

Respondents were less likely to indicate they supported ‘Banning vehicle turns into Mill Road, for example from East Road/Brooks Road’ than the overall response when they indicated they were aged ‘65-74’ (42%), had a disability that affects travel decisions (39%), would ‘prefer not to say’ if they had a disability that affects travel decisions (30%), or would ‘prefer not to say’ their sex (43%).

Stakeholders were less likely to indicate they supported ‘Banning vehicle turns into Mill Road, for example from East Road/Brooks Road’ than the overall response (36%).

Figure 34: Differences in support for ‘banning vehicle turns into Mill Road’

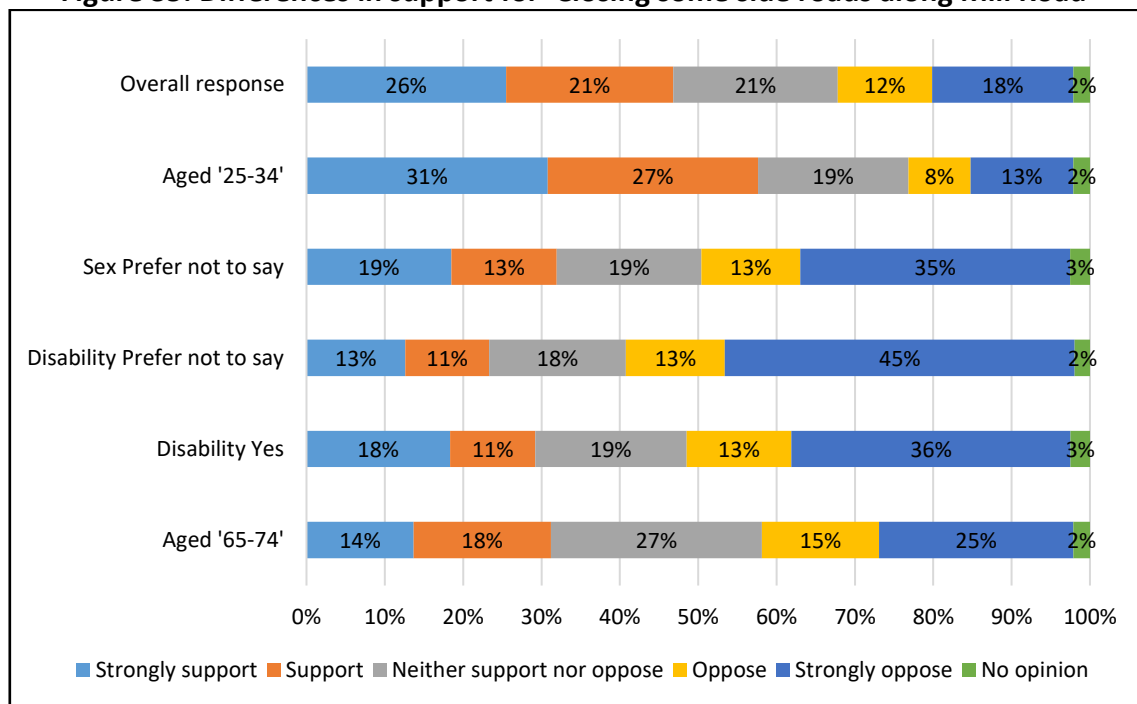


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to indicate they supported 'Closing some side roads along Mill Road' than the overall response when they indicated they were aged '65-74' (31%), had a disability that affects travel decisions (29%), would 'prefer not to say' if they had a disability that affects travel decisions (23%), or would 'prefer not to say' their sex (32%).

Respondents were more likely to indicate they supported 'Closing some side roads along Mill Road' than the overall response when they indicated they were aged '25-34' (58%).

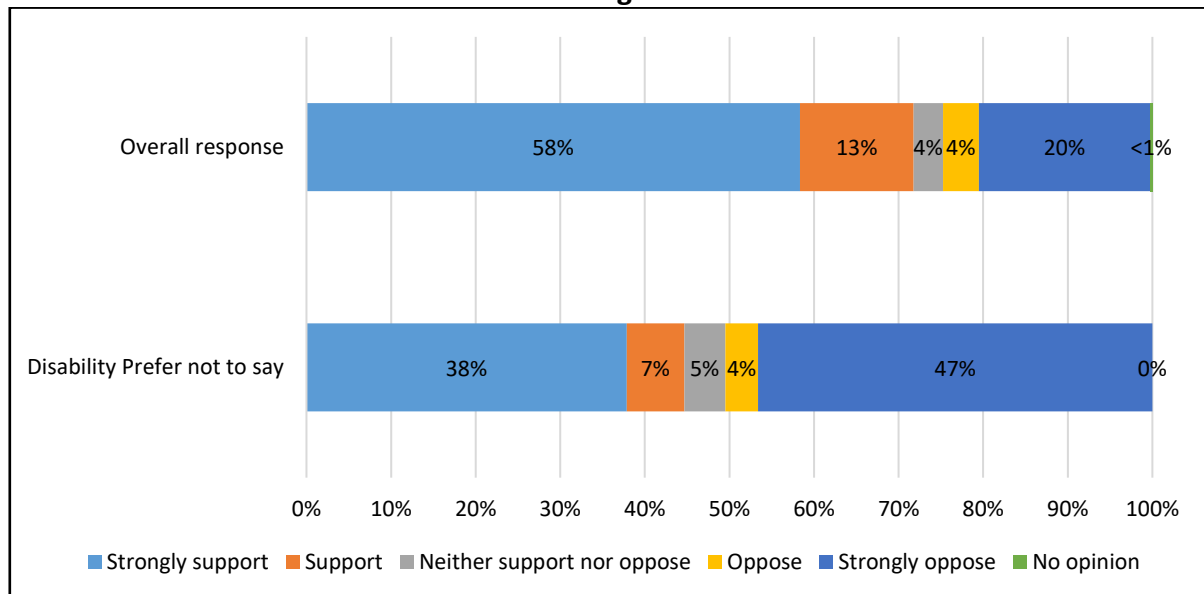
Figure 35: Differences in support for 'Closing some side roads along Mill Road'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to indicate they supported 'Restricting motor vehicles from crossing Mill Road bridge' than the overall response when they indicated they would 'prefer not to say' if they had a disability that affects travel decisions (45%).

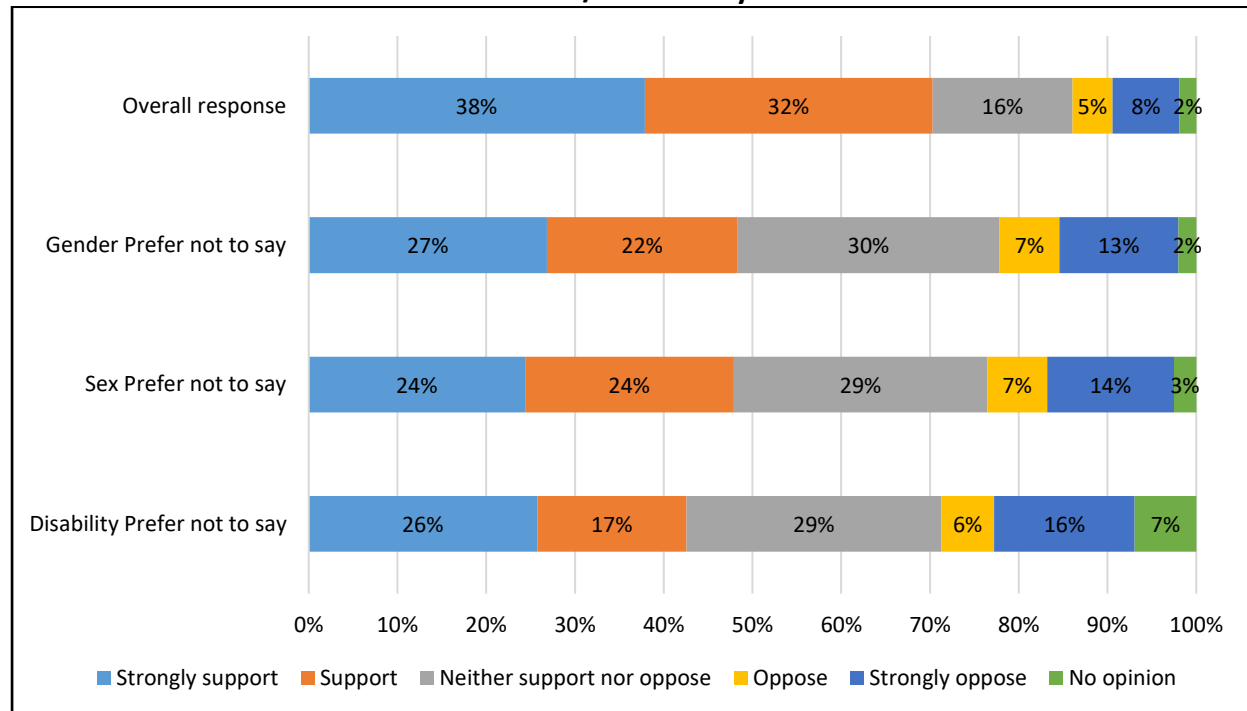
Figure 36: Differences in support for 'Restricting motor vehicles from crossing Mill Road bridge'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to indicate they supported 'Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs' than the overall response when they indicated they would 'prefer not to say' if they had a disability that affects travel decisions (43%), would 'prefer not to say' their sex (48%), or would 'prefer not to say' their gender (48%).

Figure 37: Differences in support for 'Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs'



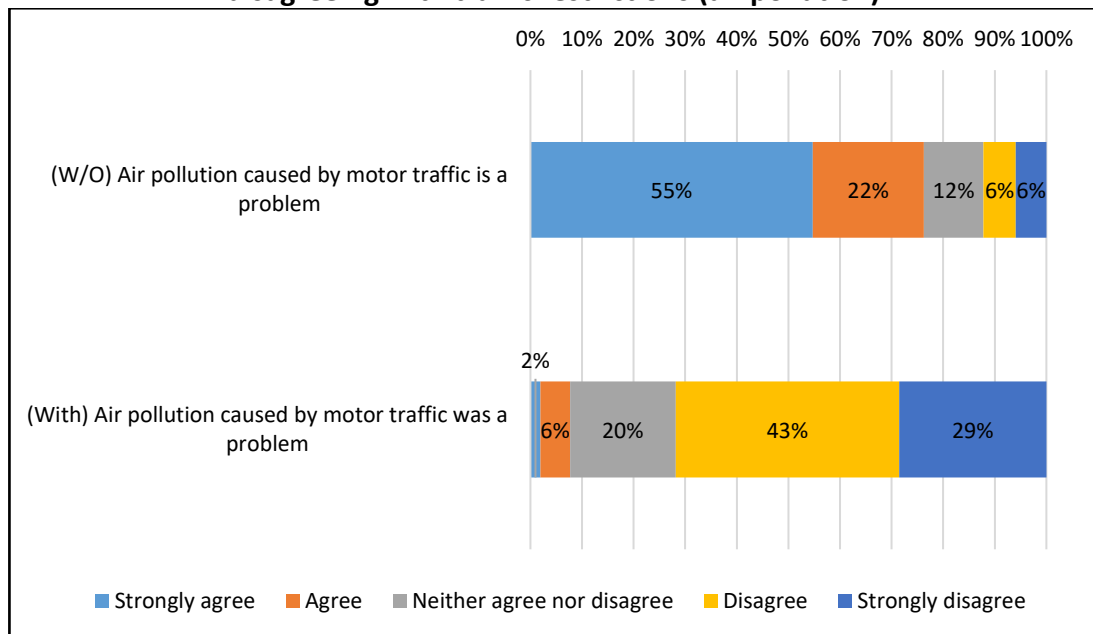
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in agreement to statements about Mill Road without traffic restrictions (responses to Question 4) and with traffic restrictions (responses to Question 5)

Statements where respondents agreed to a statement when thinking about Mill Road without traffic restrictions but disagreeing with the statement when thinking about Mill Road with traffic restrictions included:

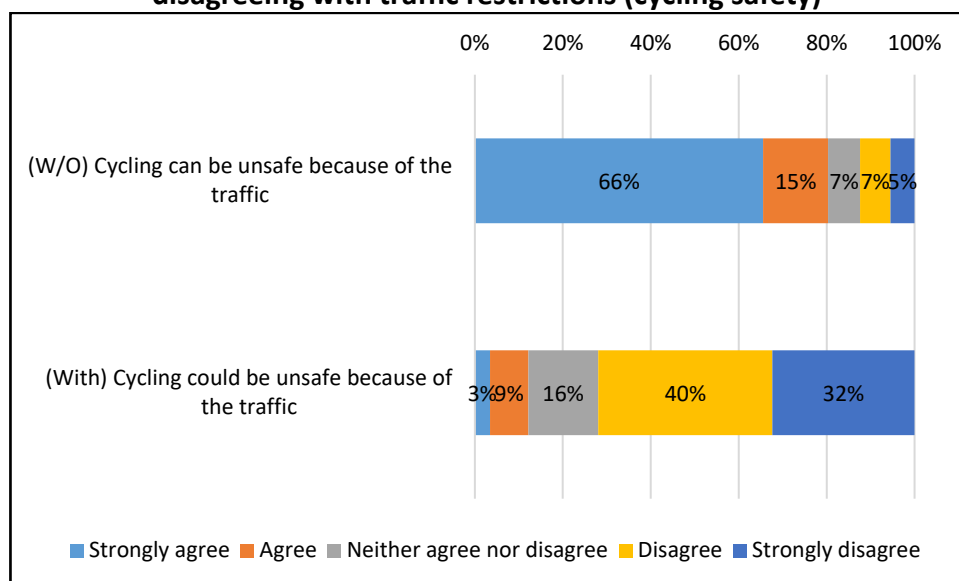
- 'Air pollution caused by motor traffic is a problem'
 - 76% 'strongly agreed' or 'agreed' to this statement about Mill Road without traffic restrictions
 - 72% 'strongly disagreed' or 'disagreed' to this statement about Mill Road with traffic restrictions
- 'Cycling can be unsafe because of the traffic'
 - 80% 'strongly agreed' or 'agreed' to this statement about Mill Road without traffic restrictions
 - 72% 'strongly disagreed' or 'disagreed' to this statement about Mill Road with traffic restrictions
- 'There is too much motor traffic'
 - 76% 'strongly agreed' or 'agreed' to this statement about Mill Road without traffic restrictions
 - 68% 'strongly disagreed' or 'disagreed' to this statement about Mill Road with traffic restrictions
- 'Walking is unsafe because of the traffic'
 - 52% 'strongly agreed' or 'agreed' to this statement about Mill Road without traffic restrictions
 - 79% 'strongly disagreed' or 'disagreed' to this statement about Mill Road with traffic restrictions

Figure 38: Change in agreeing to statements about Mill Road without traffic restrictions to disagreeing with traffic restrictions (air pollution)



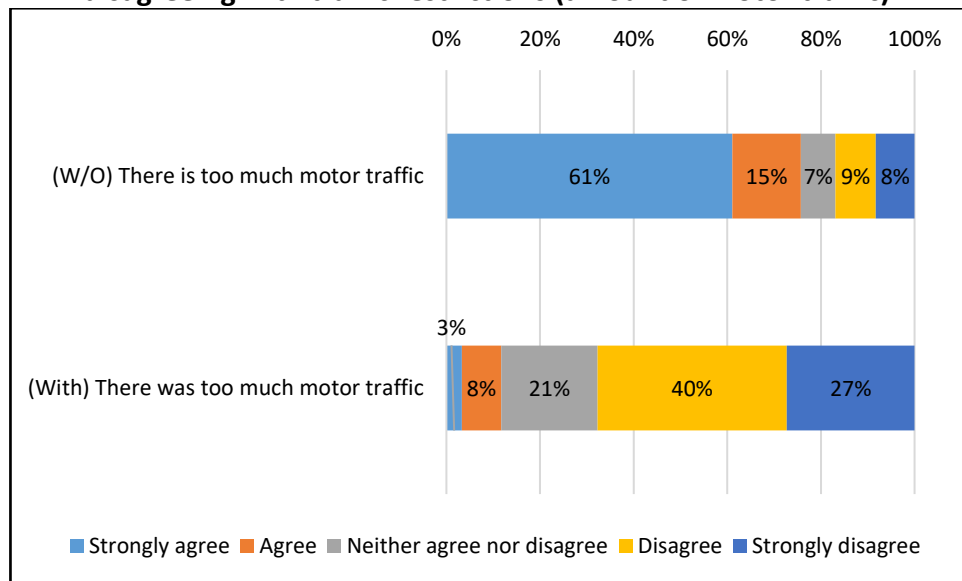
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Figure 39: Change in agreeing to statements about Mill Road without traffic restrictions to disagreeing with traffic restrictions (cycling safety)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

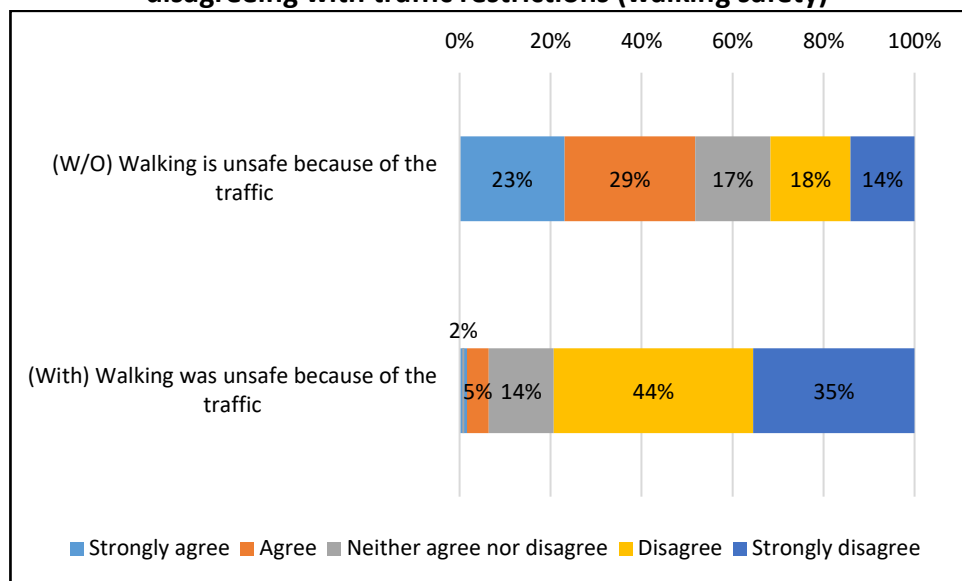
Figure 40: Change in agreeing to statements about Mill Road without traffic restrictions to disagreeing with traffic restrictions (amount of motor traffic)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Figure 41: Change in agreeing to statements about Mill Road without traffic restrictions to disagreeing with traffic restrictions (walking safety)



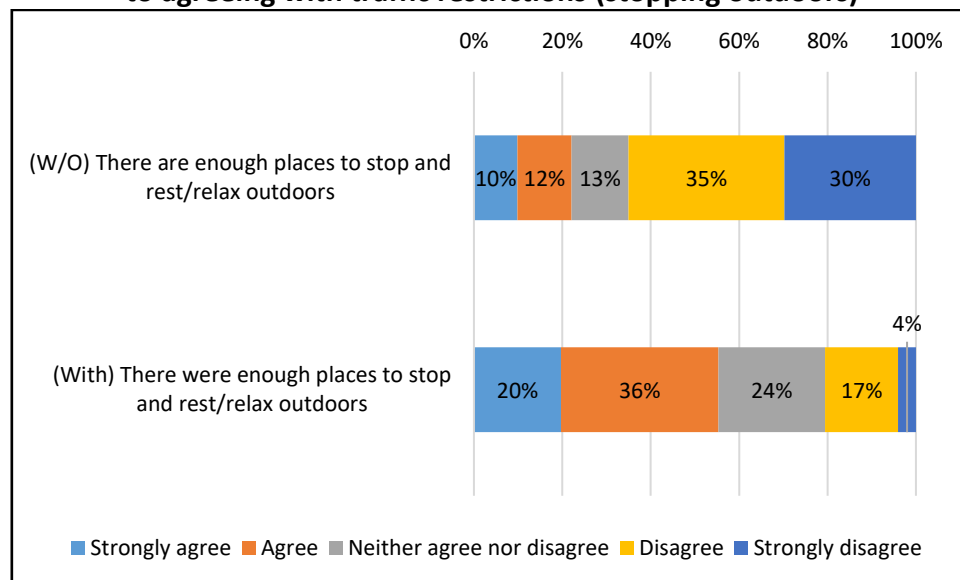
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Statements where respondents disagreed to a statement when thinking about Mill Road without traffic restrictions but agreeing with the statement when thinking about Mill Road with traffic restrictions included:

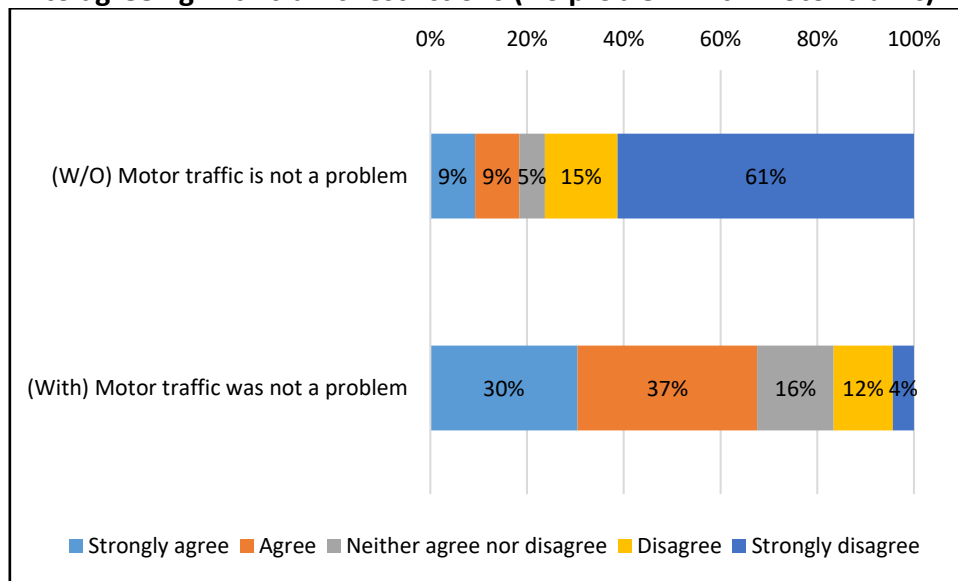
- 'There are enough places to stop and rest/relax outdoors'
 - 65% 'strongly disagreed' or 'disagreed' to this statement about Mill Road without traffic restrictions
 - 55% 'strongly agreed' or 'agreed' to this statement about Mill Road with traffic restrictions
- 'Motor traffic is not a problem'
 - 76% 'strongly disagreed' or 'disagreed' to this statement about Mill Road without traffic restrictions
 - 68% 'strongly agreed' or 'agreed' to this statement about Mill Road with traffic restrictions
- 'The area is pleasant for walking'
 - 65% 'strongly disagreed' or 'disagreed' to this statement about Mill Road without traffic restrictions
 - 78% 'strongly agreed' or 'agreed' to this statement about Mill Road with traffic restrictions
- 'The area is pleasant for cycling'
 - 74% 'strongly disagreed' or 'disagreed' to this statement about Mill Road without traffic restrictions
 - 73% 'strongly agreed' or 'agreed' to this statement about Mill Road with traffic restrictions

Figure 42: Change in disagreeing to statements about Mill Road without traffic restrictions to agreeing with traffic restrictions (stopping outdoors)



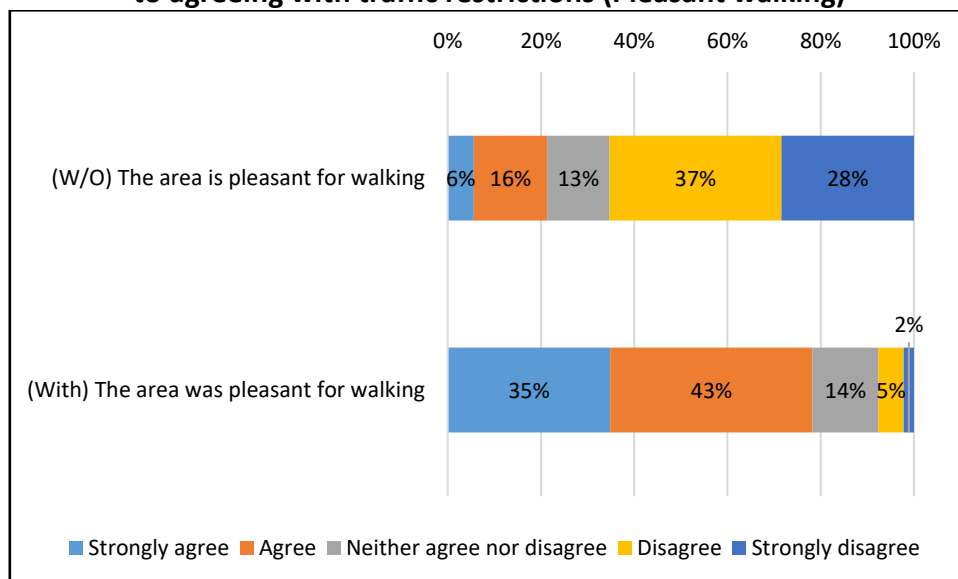
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Figure 43: Change in disagreeing to statements about Mill Road without traffic restrictions to agreeing with traffic restrictions (No problem with motor traffic)



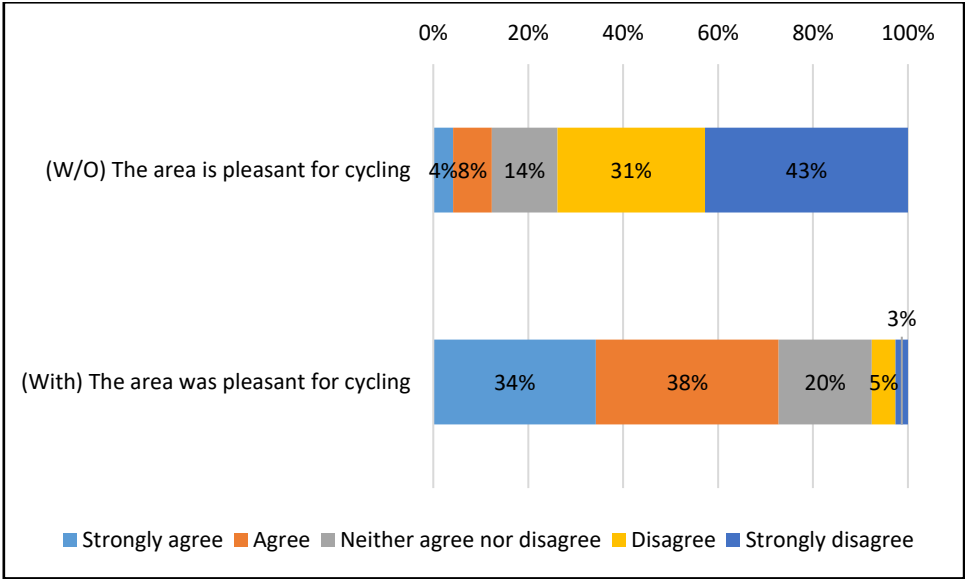
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Figure 44: Change in disagreeing to statements about Mill Road without traffic restrictions to agreeing with traffic restrictions (Pleasant walking)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Figure 45: Change in disagreeing to statements about Mill Road without traffic restrictions to agreeing with traffic restrictions (Pleasant cycling)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

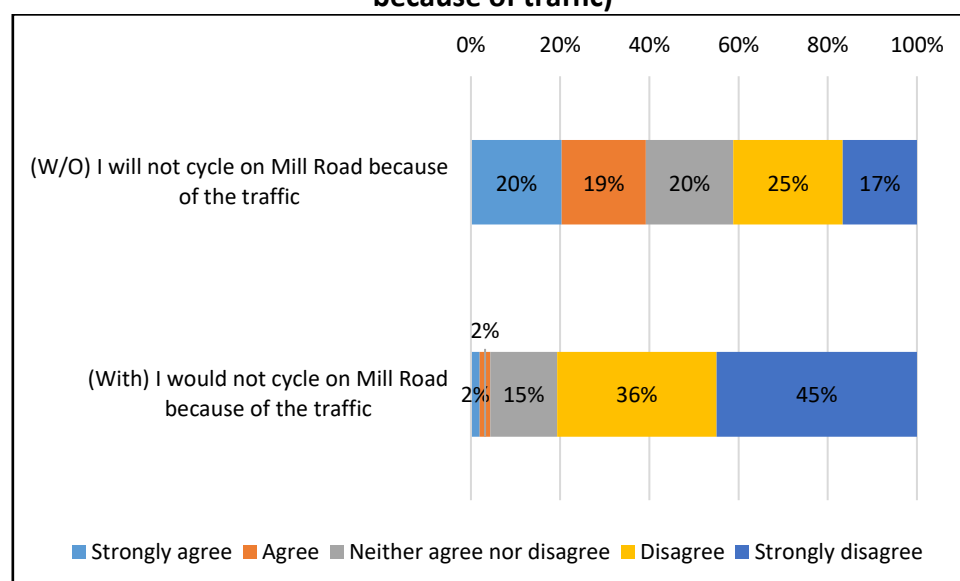
Respondents were not clear on their agreement or disagreement to the statement ‘I will not cycle on Mill Road because of the traffic’ when thinking about Mill Road without the closures, however, the majority of respondents disagreed with this statement when thinking about Mill Road with the closures

- 39% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road without closures and 41% ‘strongly disagreed’ or ‘disagreed’ with it
- 81% ‘strongly disagreed’ or ‘disagreed’ with it about Mill Road with the closures

Respondents were not clear on their agreement or disagreement to the statement ‘There are enough safe places to cross on foot’ when thinking about Mill Road without the closures, however, the majority of respondents agreed with this statement when thinking about Mill Road with the closures

- 38% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road without closures and 49% ‘strongly disagreed’ or ‘disagreed’ with it
- 72% ‘strongly agreed’ or ‘agreed’ with it about Mill Road with the closures

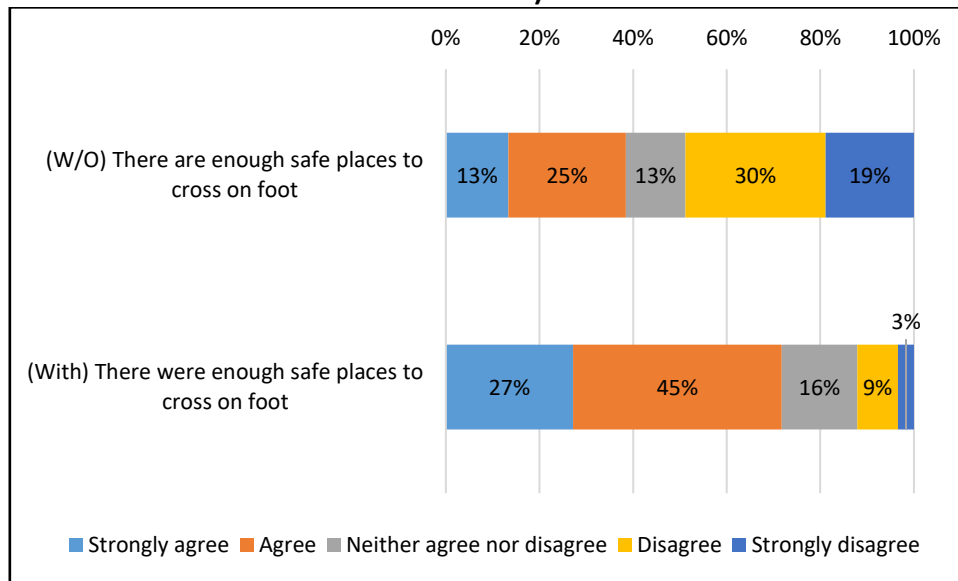
Figure 46: Change from unclear agreement/disagreement to statements about Mill Road without traffic restrictions to agreeing/disagreeing with traffic restrictions (not cycling because of traffic)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as “Mill Road **without traffic restrictions), (With) defined as “Mill Road **with** traffic restrictions)*

Figure 47: Change from unclear agreement/disagreement to statements about Mill Road without traffic restrictions to agreeing/disagreeing with traffic restrictions (safe crossings on foot)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

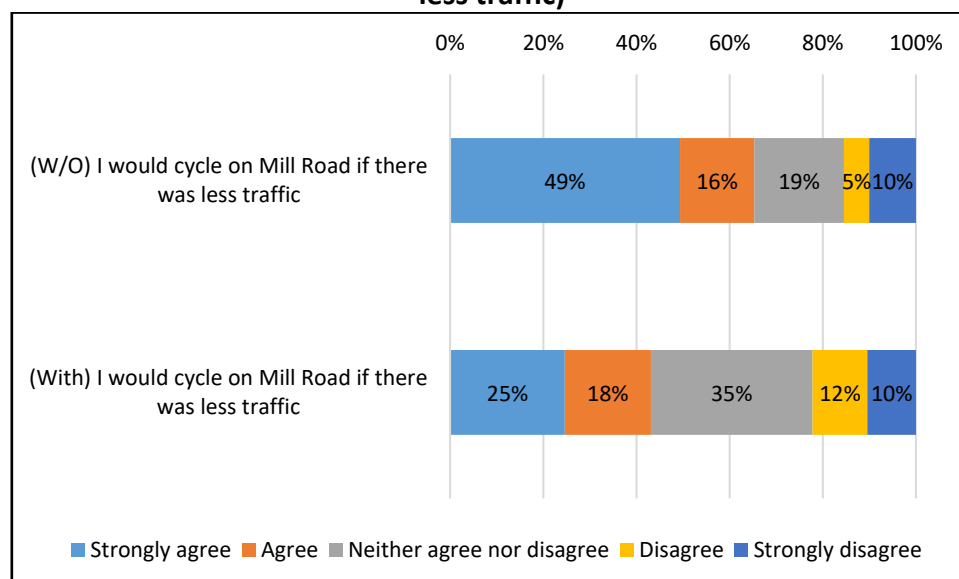
The majority of respondents agreed with the statement ‘I would cycle on Mill Road if there was less traffic’ when thinking about Mill Road without the traffic restrictions, however, respondents were less clear on their support or disagreement to this statement when thinking about Mill Road with traffic restrictions

- 65% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road without closures
- 43% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road with the closures and 22% ‘strongly disagreed’ or ‘disagreed’

The majority of respondents disagreed with the statement ‘There are good quality pavements for walking’ when thinking about Mill Road without the traffic restrictions, however, respondents were less clear on their support or disagreement to this statement when thinking about Mill Road with traffic restrictions

- 72% ‘strongly disagreed’ or ‘disagreed’ with this statement about Mill Road without closures
- 33% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road with the closures and 42% ‘strongly disagreed’ or ‘disagreed’

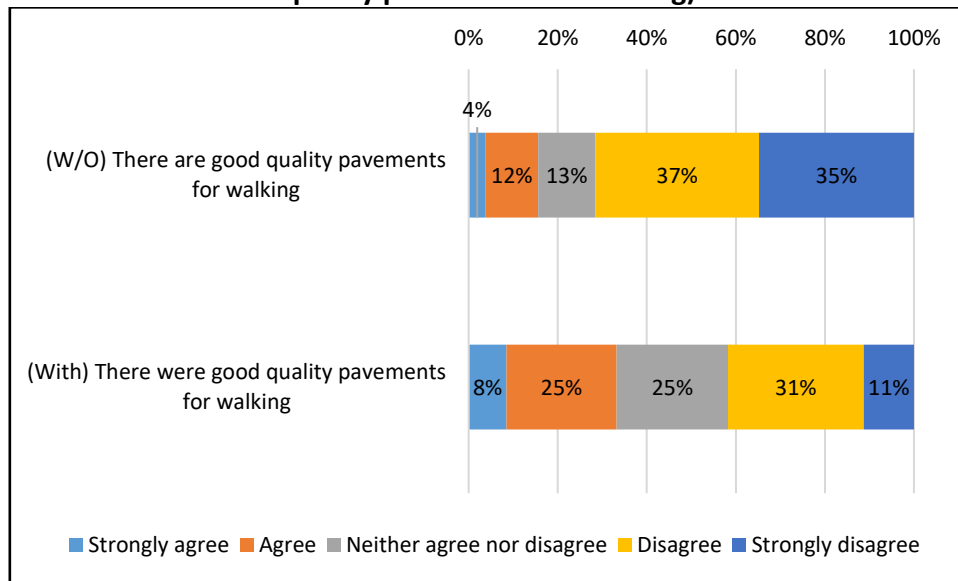
Figure 48: Change from agreeing/disagreeing to statements about Mill Road without traffic restrictions to unclear agreement/disagreement with traffic restrictions (cycle with less traffic)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as “Mill Road **without traffic restrictions), (With) defined as “Mill Road **with** traffic restrictions)*

Figure 49: Change from agreeing/disagreeing to statements about Mill Road without traffic restrictions to unclear agreement/disagreement with traffic restrictions (good quality pavements for walking)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Mill Road Bridge Traffic Review: DRAFT Technical Note

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SUBJECT:	Mill Road Bridge Traffic Impact: DRAFT Technical Note		
PROJECT:	Mill Road	AUTHOR:	Russell Howles
CHECKED:	Mehmet Ahmet	APPROVED:	Neil Poulton

INTRODUCTION

Mill Road bridge was closed to private vehicles from June 2020 to early August 2021 as part of a package of measures rolled out by Cambridgeshire County Council (CCC) to help encourage people to walk and cycle, while maintaining social distancing during the pandemic.

The measures were put in place, as part of CCC's Active Travel Fund Tranche 1 and supported by the governments Emergency Active Travel Fund (EATF)¹, following the outbreak of Covid-19². Delivery of the scheme was made possible via an Experimental Traffic Regulation Order (ETRO), which used powers from the Road Traffic Regulation Act (1984) to restrict the use of the highway³.

This Technical Note seeks to explore the potential impact that closing the Mill Road Bridge had on local traffic volumes and draws on data before, during and after the pandemic so that an understanding in trends can be viewed and considered as part of any wider proposals on Mill Road. It is advised that any conclusion from this analysis should be considered in conjunction with GCP's Road Network Hierarchy review, Making Connections programme and the Cambridge Eastern Access study.

METHODOLOGY

As a result of the Mill Road bridge closure, concerns were raised by a number of residents and local stakeholders that a significant number of motor vehicles would be forced to reroute via local residential streets within Petersfield and Romsey, such as Tenison Road, Coleridge Road and Coldhams Lane⁴.

Campaign group – Mill Road 4 People (a group of over 700 local residents and traders working together to get the best Mill Road for everyone)⁵ – anecdotally suggest that the bridge closure created high traffic levels in the Petersfield area with a significant proportion of that additional traffic potentially using Tenison Road as a rat-run between East Road and Hills Road (due to similar reported journey times on Google Route Planner).

Similar concerns have been raised over increased levels of traffic in the Romsey area, with a proportion of traffic proposedly rerouting via Coldhams Lane, or alternatively, onto residential streets such as Coleridge Road to access Hills Road.

¹ <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-projects/cycling-pedestrian-improvements/active-travel-fund-walking-and-cycling-schemes>

² <https://www.greatercambridge.org.uk/news/mill-road-consultation-launched-today#:~:text=Mill%20Road%20bridge%20was%20closed,the%20outbreak%20of%20Covid%2D19.>

³ https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=QfHwX3JpQWnPI%2bTaABfp6CEEN9qhTvXKwevmhbJXRlZ4PGvjwWkZMQ%3d%3d&rUzwRPf%2bZ3zd4E7lkn8LWw%3d%3d=pwRE6AGJFLDNh225F5QMaQWGCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTlbCubSFXsDGW9lXnlg%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAjvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5olA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d

⁴ <https://www.cambridgeindependent.co.uk/news/mill-road-can-t-be-viewed-in-isolation-9240465/>

⁵ <https://millroad4people.org/>

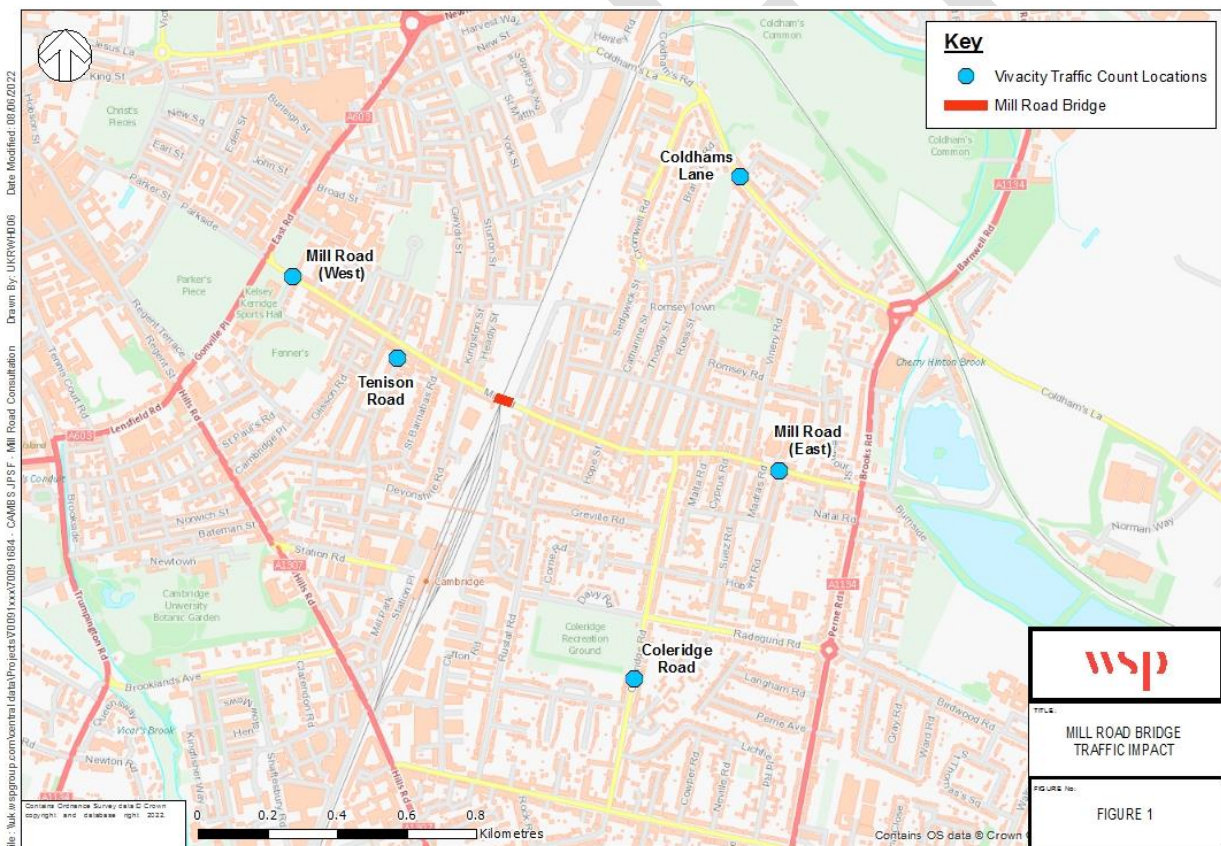
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To address these concerns and to corroborate the assertions made, analysis has been undertaken using available traffic sensor data along Tenison Road (Petersfield), Coleridge Road and Coldhams Lane (Romsey) between June 2019 and October 2021. This timescale of analysis compares traffic levels measured during the Mill Road bridge closure period vs normal traffic conditions before and after the lockdown restrictions. This has enabled us to present the ratio of traffic on each street where data is available and there was a concern of traffic displacement due to the closure of Mill Road bridge.

The analysis is based on the availability of Cambridgeshire Insight⁶ count data to the east and west of the Mill Road Bridge to see if the impact either side of the bridge closure differs. A map showing the distribution of publicly available traffic data, used for this analysis, has been provided below within **Figure 1** for reference. Traffic flows obtained along Tenison Road (Petersfield) have also been compared against flows along the western section of Mill Road. Whilst traffic flows obtained along Coleridge Road and Coldhams Lane (Romsey) have been compared against flows along the eastern section of Mill Road.

Figure 1 – Vivacity Traffic Sensor Count Locations



Source: <https://data.cambridgeshireinsight.org.uk/dataset>

⁶ Sourced: May 2022 - <https://data.cambridgeshireinsight.org.uk/dataset/cambridge-city-smart-sensor-traffic-counts>

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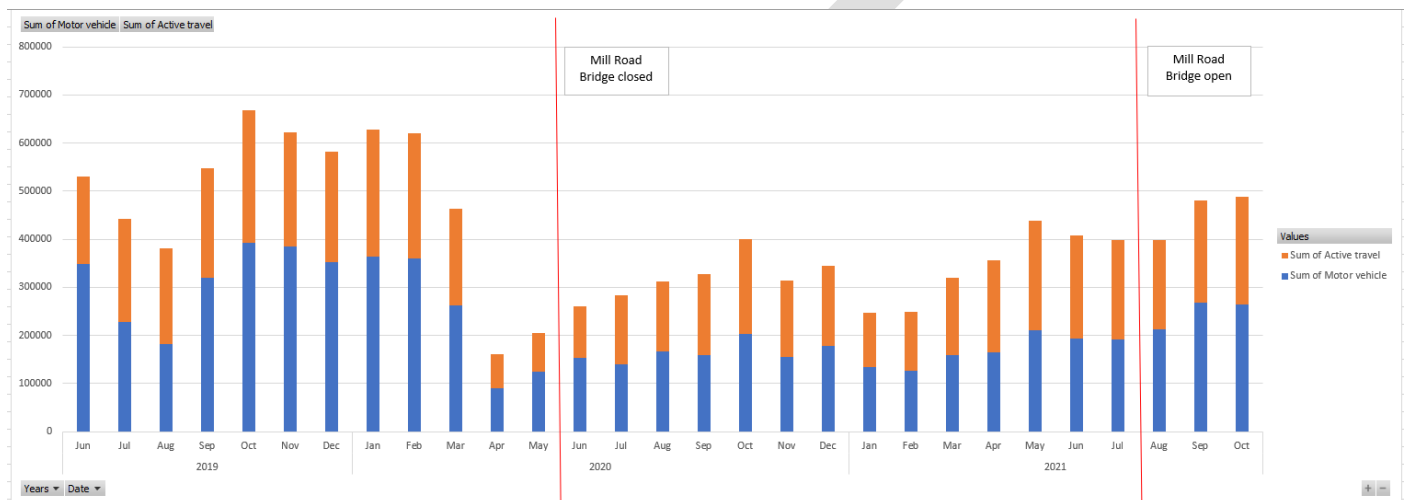
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MILL ROAD (WEST) & TENISON ROAD

MILL ROAD (WEST)

Traffic data obtained at Mill Road (West) indicates that prior to the Covid-19 pandemic and ensuing lockdowns, Mill Road (West) had daily vehicle volumes of circa 10,000-15,000 and monthly vehicle volumes of circa 300,000-400,000, as shown in **Figure 2** below,

Figure 2 – Mill Road (West) Traffic Count data



As a result of the Covid-19 pandemic and during the subsequent implementation of a modal filter on of the Mill Road bridge (June 2020 to early August 2021), the daily vehicular volumes dropped to circa 3,000-7,000 whilst the monthly vehicular volumes dropped to circa 100,000-200,000 (as shown above).

Since the bridge has reopened (data up to October 2021), vehicular volumes have increased slightly (circa 6,000-10,000 daily and 200,000-250,000 monthly) but had yet to return to pre-pandemic levels.

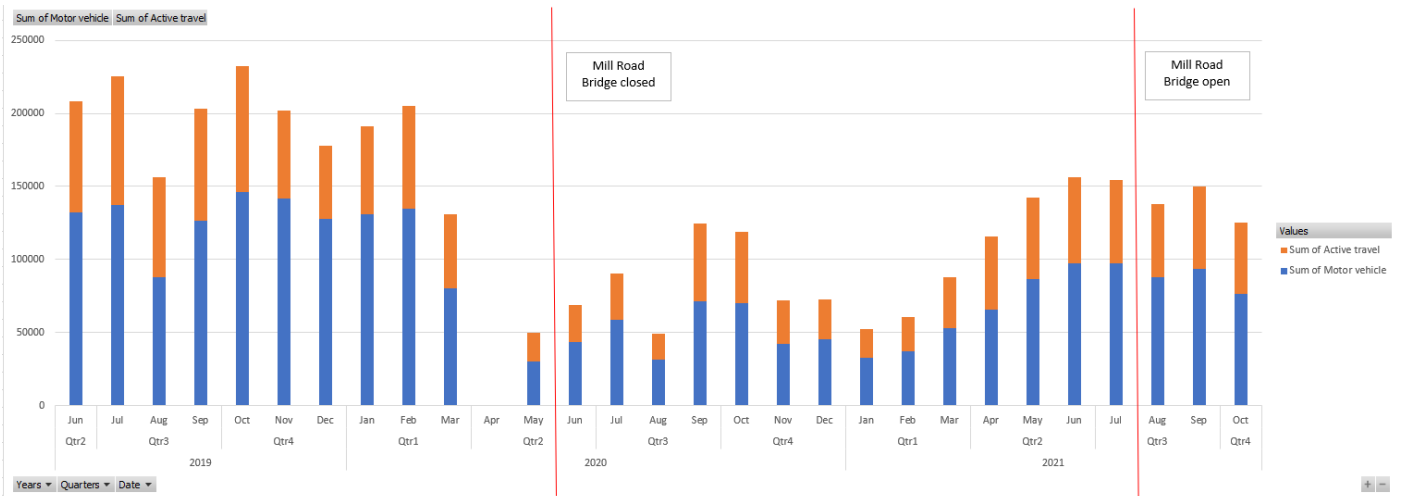
TENSION ROAD

Traffic data was also obtained along Tenison Road which indicates that prior to the Covid-19 pandemic and lockdowns, Tenison Road had daily vehicle volumes of circa 4,000-5,000 and monthly vehicle volumes of circa 100,000-150,000, as shown in **Figure 3** below.

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Figure 3 – Tenison Traffic Count data



As a result of the Covid-19 pandemic, ensuing lockdown and subsequent implementation of a modal filter on of the Mill Road bridge (June 2020 to early August 2021), the daily vehicular volumes dropped to circa 1,000-3,000 whilst the monthly vehicular volumes dropped to circa 40,000-80,000.

POTENTIAL IMPACT OF BRIDGE CLOSURE

To identify the potential impact of the bridge closure upon Tenison Road, traffic levels have been examined from both before, during and after the Mill Road bridge closure period.

In the context of COVID 19 and wider national lockdown restrictions, the traffic flows on Tenison Road have also been reviewed in comparison as a percentage of Mill Road (West) flows for both daily, AM and PM peaks.

Prior to the Covid-19 pandemic, traffic volumes on Tension Road were approximately one-third of flows observed on Mill Road (West), during all time periods assessed (average 41% all day, 45% AM Peak, 40% PM Peak).

During the Covid-19 pandemic, ensuing lockdown and subsequent implementation of a modal filter on of the Mill Road bridge (June 2020 to early August 2021), the traffic volumes on Tenison Road continued to be approximately one third of the traffic volumes of Mill Road (West) (average 36% all day, 44% AM Peak, 35% PM Peak).

INITIAL OBSERVATIONS

Mill Road 4 People suggest that there was additional traffic through Petersfield, as a result of the bridge closure, with analysis focused on traffic data recorded from the start of lockdown measures (March 2020) to just before the bridge reopened (July 2021).

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The analysis indicates that traffic on Tension Road did reduce as a result of initial lockdown restrictions, as it did across the network, setting a new low base, which gradually increased over the next year towards the levels experienced pre-lockdown. However, this increase was in proportion to the flow increases observed elsewhere on the local network in Cambridge.

Although there is a perceived element of rat-running occurring along Tenison Road, over the data period reviewed, the level of traffic flow as a proportion of traffic on Mill Road (West) has been consistent both pre and post lockdown – and was not noticeably affected by the closure of Mill Road bridge.

There is therefore no clear evidence that the Mill Road bridge closure created additional traffic volumes along Tension Road, and traffic levels on Tension Road have continued to rise after opening of the bridge, indicating a closer link to wider national lockdown and Covid-19 measures.

MILL ROAD (EAST) & COLERIDGE ROAD

MILL ROAD EAST

Traffic data obtained at Mill Road (East) indicates that prior to the Covid-19 pandemic and ensuing lockdowns, Mill Road (East) had daily vehicle volumes of circa 6,000-8,000 and monthly vehicle volumes of circa 200,000-250,000, as shown in **Figure 4** below,

Figure 4 – Mill Road (East) Traffic Count data



As a result of the Covid-19 pandemic and during subsequent implementation of a modal filter on of the Mill Road bridge (June 2020 to early August 2021), the daily vehicular volumes dropped to circa 3,000-5,000 whilst the monthly vehicular volumes dropped to circa 100,000-150,000 (as shown above).

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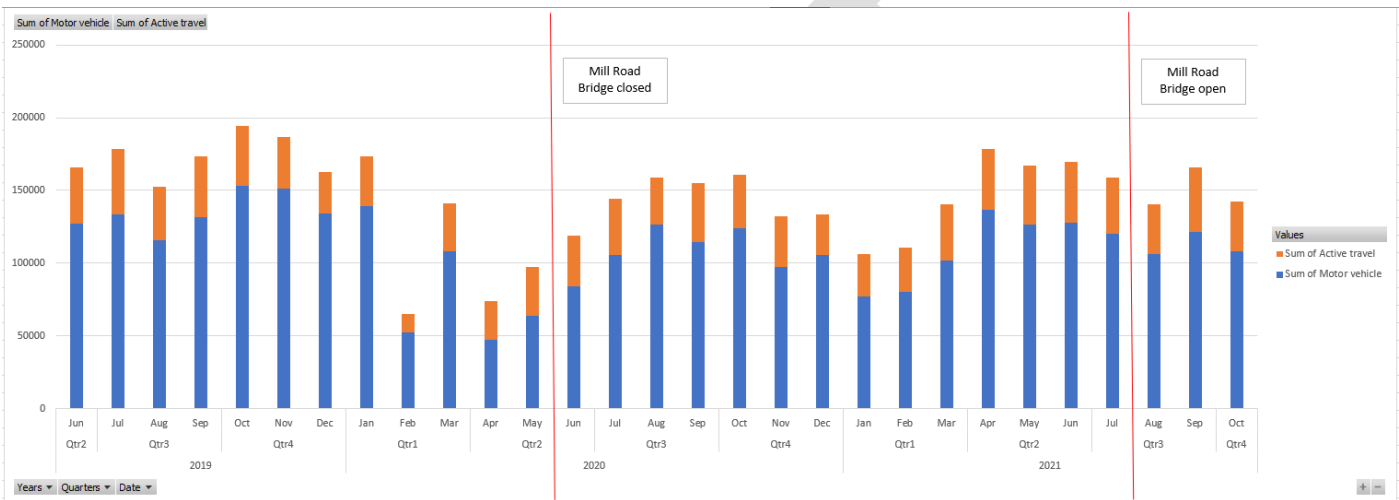
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Since the bridge has reopened (data up to October 2021), vehicular volumes have increased slightly (circa 5,000-8,000 daily and 150,000-200,000 monthly) but have yet to returned to pre-pandemic levels.

COLERIDGE ROAD

Traffic data obtained along Coleridge Road indicates that prior to the Covid-19 pandemic and ensuing lockdowns, Coleridge Road had daily vehicle volumes of circa 3,000-5,000 and monthly vehicle volumes of circa 100,000-150,000, shown in **Figure 5** below.

Figure 5 – Coleridge Road Traffic Count data



As a result of the Covid-19 pandemic and during subsequent implementation of a modal filter on of the Mill Road bridge (June 2020 to early August 2021), the daily vehicular volumes dropped to circa 2,500-5,000 whilst the monthly vehicular volumes dropped to circa 70,000-120,000.

POTENTIAL IMPACT OF BRIDGE CLOSURE

To identify the potential impact of the bridge closure upon Coleridge Road, traffic levels have been examined from both before, during and after the Mill Road bridge closure period.

In the context of COVID 19 and wider national lockdown restrictions, the traffic flows on Coleridge Road have also been reviewed in comparison as a percentage of Mill Road (East) flows for both daily, AM and PM peaks.

Prior to the Covid-19 pandemic, traffic volumes of Coleridge Road were approximately two-thirds of all day flows observed on Mill Road (East), raising to three quarters in the Peaks (average 64% all day, 75% AM Peak, 73% PM Peak).

As a result of the Covid-19 pandemic and subsequent implementation of a modal filter on of the Mill Road bridge (June 2020 to early August 2021), proportions of traffic volumes on Coleridge Road increased

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marginally to approximately three quarters of the traffic volumes observed on Mill Road (East), during all time periods assessed (average 74% all day, 80% AM Peak, 77% PM Peak).

INITIAL OBSERVATIONS

Traffic on Coleridge Road noticeably reduce as a result of initial lockdown restrictions, as it did across the network, setting a new low base, which gradually increased towards the levels experienced pre-lockdown. However, this increase was largely in proportion to the flow increases observed elsewhere in Cambridge.

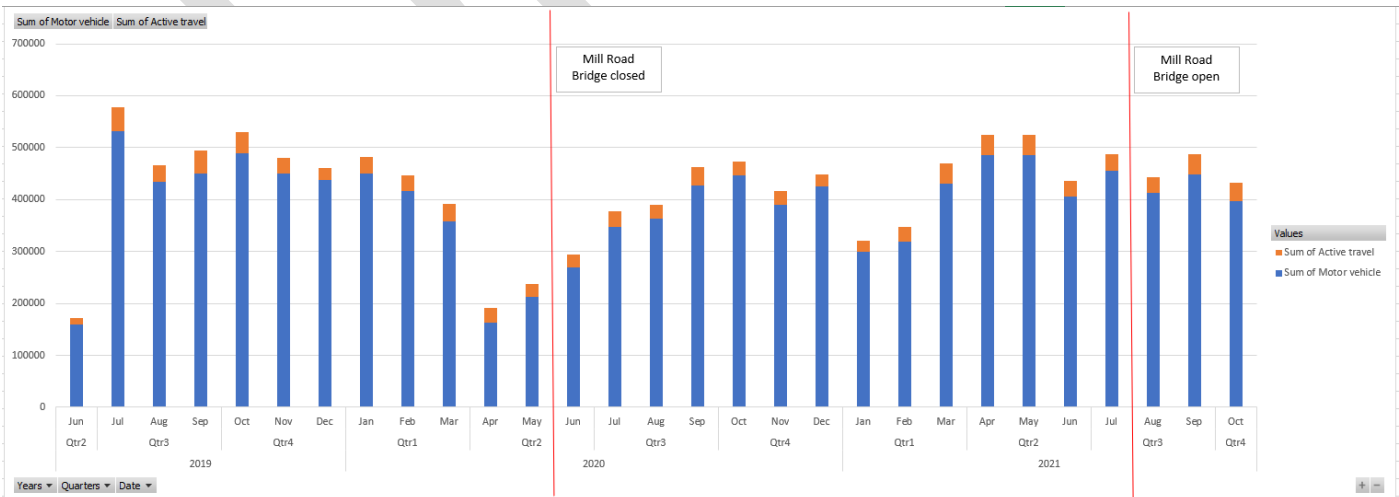
In regard to increased rat-running occurring along Coleridge Road, over the data period reviewed, the level of traffic flow as a proportion of traffic on Mill Road (East) did increase slightly (5% in the peaks, 10% all day). However, given that Coleridge Road already had traffic volumes which were approximately 75% of all day flows observed on Mill Road (East), pre Covid-19 pandemic, it is difficult to determine if the proportional change is directly attributable to increased rat-running caused by the bridge closure to private vehicles or, as the case may be, from other external factors caused by wider lockdown measures.

It is not clear from the data available if the Mill Road bridge closure created additional traffic volumes along Coleridge Road but may have been the cause of a slight increase. It is worth noting that within the data reviewed, traffic levels on Coleridge Road have not yet returned to those which were already present pre-pandemic, even after the bridge has been opened, indicating a closer link to wider national lockdown and Covid-19 measures.

COLDHAMS LANE

Traffic data obtained along Coldhams Lane indicates that prior to the Covid-19 pandemic and ensuing lockdowns, Coldhams Lane had daily vehicle volumes of circa 13,000-18,000 and monthly vehicle volumes of circa 400,000-500,000, as shown in **Figure 6** below.

Figure 6 – Coldhams Lane Traffic Count data





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As a result of the Covid-19 pandemic and during subsequent implementation of a modal filter on of the Mill Road bridge (June 2020 to early August 2021), the daily vehicular volumes dropped to circa 6,000-12,000 whilst the monthly vehicular volumes dropped to circa 200,000-400,000.]

POTENTIAL IMPACT OF BRIDGE CLOSURE

To identify the potential impact of the bridge closure upon Coldhams Lane, traffic levels have been examined from both before, during and after the Mill Road bridge closure period.

In the context of COVID 19 and wider national lockdown restrictions, the traffic flows on Coldhams Lane have also been reviewed in comparison as a percentage of Mill Road (East) flows for both daily, AM and PM peaks.

Prior to the Covid-19 pandemic, traffic volumes on Coldhams Lane were approximately double (x2.3) those on Mill Road (East).

However, during the Covid-19 pandemic and subsequent implementation of a modal filter on of the Mill Road bridge (June 2020 to early August 2021), the proportion of traffic volumes on Coldhams Lane did increase to approximately two and a half times (x2.7) the traffic volume observed on Mill Road (East).

INITIAL OBSERVATIONS

Traffic on Coldhams Lane reduced as a result of initial lockdown restrictions, as it did across the network, setting a new low base, which gradually increased towards the levels experienced pre-lockdown. However, it was noted this level of increase was significantly faster than other flow increases observed elsewhere in Cambridge. Analysis from a Highways and Transport committee meeting⁷ in July 2021 showed that Coldham's Lane saw the closest return to pre-lockdown levels of traffic compared to the other locations in the area.

Any perceived element of traffic displacement occurring along Coldhams Lane, may have been warranted, over the data period reviewed, as the proportion of traffic against Mill Road (East) did increase pre and post lockdown. However, it is difficult to determine if this was as a direct result of redistribution away from Mill Road or, as the case may be, from other external factors. The traffic flow data shown may be indicative of the displacement of traffic, but again it is not possible to disaggregate the impact of the closure of the bridge from the general variations in travel during the pandemic.

In order to fully understand the full redistribution impact of the Mill Road bridge closure, data which includes information on the origins and destinations of trips, is needed. Unfortunately, such data is not available over the past bridge closure period.

⁷ https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=QfHwX3JpQWnPI%2bTaABfp6CEEN9qhTvXKwevmhbJXRlZ4PGvjwWkZMQ%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lvw%3d%3d=pwRE6AGJFLDNIh225F5QMaQWCIpHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTlbCubSFXsDGW9lXnlg%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJf55vVA%3d&FgPIIEJYlotS%2bYGoBi5olA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNJf55vVA%3d

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CONCLUSION AND RECOMMENDATION

The analysis above, based on available data, suggests that there is no clear cut evidence that the Mill Road bridge closure created significant additional traffic volumes on side-roads, such as Tension Road or Coleridge Road.

This is because it is not possible to disaggregate any impact of the bridge closure from the general variations in travel during the pandemic. It should also be noted that within the data reviewed (up to October 2021) traffic levels had not yet fully returned to pre Covid levels of 2019.

Traffic displacement does look to have occurred to some extent along Coldhams Lane, however it is not possible to determine if this was as a direct result of redistribution away from Mill Road or, as the case may be, from other external factors. It is not possible to disaggregate the impact of the closure of the bridge from the general variations in travel during the pandemic over this period.

The wider national Covid and lockdown conditions/measures look to have likely caused the largest impact on changing traffic levels on local roads during the bridge closure period, rather than specifically the bridge closure itself and it has not been possible to specifically identify the impact the bridge closure had on local traffic levels, given the levels of wider national policy measures that were also in place over the time of the closure.

More data, which includes information on the origins and destinations of trips is ideally needed to establish a relationship and such data is not available over the past bridge closure period. Therefore, in line with any future interventions, further traffic monitoring would need to be undertaken during the implementation, to fully understand the potential impact of traffic movements within Petersfield and Romsey area, in order to identify mitigation measures that might be required to offset any adverse impacts.

RECOMMENDATION

In consideration of the above, should CCC commit to improving the environment on Mill Road, following the outcomes of the consultation, it is recommended that ongoing monitoring is considered as part of the package of any future interventions put in place, in order to identify any potential mitigation measures required.

CPCA Local Transport and Connectivity Plan

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Outcome: To provide comments on the draft Local Transport and Connectivity Plan and on the comments on the plan from Council officers, and agree the delegation of the full technical response to the Cambridgeshire and Peterborough Combined Authority's consultation.

Recommendation: That the Committee:

- a) Considers the draft Local Transport and Connectivity Plan and the key areas of interest arising identified by officers and detailed in section 2 of this report; and
- b) Delegates to the Executive Director Place and Economy in consultation with the Chair and Vice Chair the agreement on the Council's Response to the consultation.

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Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair / Vice Chair, Highways and Transport Committee
Email: Alex.Beckett@cambridgeshire.gov.uk / Neil.Shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 The Devolution Deal of 2017 transferred a number of Local Transport Authority powers from Cambridgeshire County Council and Peterborough City Council to the Cambridgeshire and Peterborough Combined Authority (CPCA) including responsibility for the development of a Local Transport Plan (LTP). LTPs set out the policies, plans and strategies for maintaining and improving all aspects of the local transport system.
- 1.2 The CPCA have now produced a draft of a new Local Transport and Connectivity Plan (LTCP) and are consulting on this for 12 weeks, until 4th August 2022. The LTCP will replace the current LTP which was published in early 2020. The term connectivity has been added to reflect that widespread access to the internet, particularly for home and remote working and by giving access to travel and transport apps by phone, has resulted in changing travel patterns and for some journeys, removed the need to travel at all.
- 1.3 The new LTCP addresses the Mayor's transport and wider priorities and responds to changed circumstances and updated policy positions at a local and national level. These include:
 - the need to respond to the Cambridgeshire and Peterborough independent Commission on Climate's recommendations and the Government's new plans for decarbonisation,
 - new Government policies on walking and cycling and
 - changes to transport and connectivity as a result of the Covid-19 pandemic.
- 1.4 The draft LTCP sets out a vision, goals and objectives, and the policies designed to deliver them. These were subject to initial public and stakeholder engagement in November 2021.
- 1.5 The main LTCP document is accompanied by a suite of other documents:
 - 'Our Policies' describes requirements related to transport planning and design, delivery, and operation and maintenance for the Cambridgeshire and Peterborough Combined Authority, public sector partners and key private sector and not-for-profit stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network.
 - The Public Engagement and Consultation Report will provide a summary in due course of the public consultation process and other stakeholder engagement activities, identify key themes in the responses provided and will describe how the LTCP will be modified in response to the feedback received.
 - The updated Evidence Base examines the current and future socio-economic, environmental, and transport conditions in the region, aiming to identify the key challenges the LTCP should seek to tackle and the opportunities that transport can help realise.
 - The three statutory Impact Assessments have been updated to assess the refreshed Plan. These include the Strategic Environmental Assessment, Habitats Regulation Assessment and Community Impact Assessment (incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA)).
- 1.6 Officers are collating a full technical response to the LTCP, gathered from across various teams within the Council. Section 2 below outlines key points from this exercise.

2. Main Issues

General Comments

- 2.1 The general direction of the CPCA Draft LTCP is positive. It highlights the important issues within Cambridgeshire and Peterborough and is constructive in its standpoint in tackling these key transport issues facing the region. However, there will be a need for future reviews in order to build on the policies contained within the Plan, with innovative transport schemes which push boundaries to deliver sustainable transport solutions, if the objectives are to be fully achieved.
- 2.2 The draft vision, goals and objectives contained within the LTCP are supported and there is some good alignment of these objectives with those set out in key environmental, transport, planning and economic evidence base documents.
- 2.3 Environmental targets, such as achieving net zero carbon by 2050, biodiversity net gain, improving air quality, are welcomed. Likewise, the shift towards active travel (walking and cycling) is positive.

Partnership Working and Area Based Plans

- 2.4 CCC welcomes the LTCP's commitment to working in partnership with Local Authority partners to improve the regions transport network. There are clearly a lot of interdependencies between the CPCA major schemes, the GCP programme of schemes, the CCC pipeline of schemes and the growth proposals in the District Local Plans. The LTCP has clearly set out area-based strategies and schemes for each District and this is welcomed, especially in the context of growth and Local Plans. This partnership working will be vital if objectives are to be met, particularly around Climate Change (and net zero), biodiversity net gain, public health and economic prosperity.

Greater Cambridge Partnership (GCP)

- 2.5 The continued inclusion of the GCP programme of schemes within the LTCP is welcomed, and it is noted that this programme was drawn from the programme of schemes in the County Council's Transport Strategy for Cambridge and South Cambridgeshire. It is important for the success of the GCP aims of achieving sustainable transport goals, reducing congestion, improving air quality and tackling pollution in the Greater Cambridge area, as well as delivering the growth proposals sustainably, for the LTCP to recognise and support measures such as those included in the Making Connections work and goals such as reaching 15% traffic reduction targets.

Child Documents and CCC Pipeline of schemes

- 2.6 CCC welcomes reference to the suite of documents that sit beneath the umbrella of the LTCP (the "Child Documents") which will help to apply the policy direction, visions, objectives and goals into the more local strategies or mode specific strategies. As detailed in a separate paper to this meeting, the County Council is currently working on three of these strategies; namely the Fenland Transport Strategy, the Huntingdonshire Transport Strategy and the Active Travel Strategy, and is planning to review the existing Transport Strategies for East Cambridgeshire and for Cambridge and South Cambridgeshire.

- 2.7 It would be beneficial for reference to be made more explicitly to these strategies, perhaps in its own section within the LTCP so that a clear mandate for developing these can be established. These Child Documents are vital in the development of the CCC pipeline of schemes and for general scheme development, which are a basis for funding bids. Furthermore, these 'child' documents often form a crucial part of evidence base for Local Plans

Delivery Plan

- 2.8 It is noted that a delivery plan is referenced in the Draft LTCP and is 'being developed' alongside the LTCP. The county Council would be keen to work with the CPCA in the development of this, and with reference to the section above, ensure that the Child Documents and the CCC pipeline of schemes are referenced.

Climate Change and Carbon

- 2.9 The LTCP is a marked improvement on the previous LTP in terms of Carbon and the Environment and the inclusion of these themes as goals and in the vision of the plan is welcomed. Likewise, a specific objective on reaching 'net zero' by 2050 is noted and welcomed, which is closely aligned with the Cambridgeshire target of reaching net zero by 2045.
- 2.10 However, there are a number of areas where the commitment to reducing carbon emissions and addressing Climate Change could be strengthened considerably. The commitment to reaching Carbon goals could feature more prominently throughout the document in every section, with some information displayed within the LTCP as to how they will be achieved. At present, there are some references to environmental and climate considerations and assessments being included into schemes, but there is limited indication on how that will happen, what parameters will be included/quantified to support the decisions and if there will be a hierarchy between the goals.
- 2.11 Carbon assessments are mentioned as part of "further scrutiny" and embodied carbon discussed on p40 of the LTCP, which is welcomed. However, these should be strengthened to give a commitment to undertake lifecycle carbon impact assessments for larger schemes, and for programmes of smaller schemes, which is vital to establishing whether a scheme will overall help or hinder carbon reduction targets. This should be explicit within the LTCP and would be a clear step-change in how schemes are assessed and put forward.
- 2.12 Whilst CCC notes and understands the need for intervention on the road network where there are issues with congestion and in particular safety, it is difficult for larger scale road capacity proposals to be compatible with climate and net zero carbon objectives. It is therefore vital to ensure all non-car options to mitigate issues on the road network are investigated and given high priority, prior to road capacity increases being considered. Carbon and Climate Change implications are a vital element to the assessment of any infrastructure proposal, including road building schemes.

Ecology & Biodiversity

- 2.13 CCC welcomes the commitment to biodiversity net gain and the goals and objective related to this. However, within the LTCP biodiversity net gain is mentioned sporadically but not

quantified – a commitment, preferably above the anticipated 10% planning requirement will strengthen these references. Indeed, the natural environment section contains little in the way of commitments, with only “environmental considerations” being integrated into schemes. To this end, the LTCP would benefit from making firm commitments on biodiversity and the natural environment.

Major Schemes

- 2.14 CCC welcomes the inclusion of the major schemes contained within the LTCP. This includes those being pursued by the CPCA as well as the GCP programme of works. The continued focus on rail improvements and new stations is also welcomed. The National Highways proposals for the trunk road network are also included.

Active Travel

- 2.15 CCC welcomes the renewed focus on active travel within the LTCP. Walking, cycling and other active modes are key tools in tackling public health issues such as the obesity crisis. Furthermore, active travel can and does play an important role in reducing congestion.
- 2.16 However, CCC would like to see the prominent role of active travel in the vision, goals and objectives followed through more within the LTCP itself. There are a number of areas within the LTCP where the role cycling (and walking) can play is not mentioned or is not prominent enough, for example in section on safety, on the Major Schemes map and on the role of areas with high walking, cycling and active travel in attracting businesses.

Highways & Maintenance

- 2.17 The LTCP needs to take account of the Highway Authority’s statutory asset management requirements. There has been a significant problem in the past with major infrastructure projects not doing so, so it is important that it is recognised up-front in the planning of any new transport schemes.

Rights of Way Improvement Plan

- 2.18 CCC welcomes the link to the Rights of Way Improvement Plan (ROWIP) in the LTCP, but this link needs to be fleshed out in more detail and strengthened. The ROWIP is a statutory policy document which is due to be revised in 2026. It will be aligned with the emerging Active Travel Strategy and will respond to the sea-change in development pressures that the county is experiencing to enable it to continue to provide a meaningful strategic management plan for the PROW network for the next 10 years.
- 2.19 The LTCP should recognise that the public rights of way (PROW) network also need to be actively managed to provide the regular leisure opportunities for both existing and new communities in order to help meet key public mental and physical health objectives set out in the Council’s Vision and the councils’ joint Health & Well-being Strategy, particularly in light of lessons learned from the Covid-19 pandemic. The responsibility for the mechanism for managing the PROW network is through the ROWIP, and this should be acknowledged.

Equalities & Diversity

- 2.20 At the time of writing this report, the Equalities Impact Assessment was unavailable to read. CCC would be keen to see this and will submit further comments specifically on this,

separate from this report, if required.

- 2.21 The main LTCP document itself needs to be made more fully accessible for disabled people in order to not restrict who can give comments. The Public Sector Equality Duty is clear that Local Authorities should be demonstrating due regard for EDI throughout their decision making and Plan making.
- 2.22 The LTCP should broaden its focus in a number of areas to be more inclusive. For example, by recognising that productivity is not all about paid work and that many contribute to society in other forms.
- 2.23 In addition, the section on safety is too narrowly focussed. This needs to be broadened to include safety for disabled people, travel for marginalised groups and recognise that there are many for whom a car is the only viable option for travel.

Public Health

- 2.24 CCC is pleased to see focus on the creation of a transport system that makes it easier and safer to walk to shops, school and other amenities. The development of a series of “20-minute neighbourhoods” and healthy streets complements the principles of the Putting Health in Place programme guidance, based on the NHS Healthy Towns Initiative.
- 2.25 However, CCC would welcome more of a focus on and consistent reference to health and wellbeing throughout the document overall. For example, the ‘Our Transport Vision’ section contains a number of ‘Ambitions’ which are aimed at supporting the overall vision, however, these don’t appear to include any reference to health and wellbeing. In addition, the LTCP should build upon the extensive health data available both locally and nationally, which highlights the need to increase physical activity, particularly in areas of inequality.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- The LTCP contains a number of strategic aims, goals and objectives that tackle the topics of environment and sustainability. Furthermore, any schemes being proposed are assessed against study objectives. Objectives include:
 - Deliver a transport network that protects and enhances our natural, historic and built environments;
 - Reduce emissions to ‘net zero’ by 2050 to minimise the impact of transport and travel on climate change
 - Ensure transport initiatives improve air quality across the region to exceed good practice standards
 - Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
 - Ensure all our regions businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
 - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the regions prosperity

3.2 Health and Care

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

- The LTCP contains a number of strategic aims, goals and objectives that tackle the topic of health. Furthermore, any schemes being proposed are assessed against study objectives. Objectives include:
 - Ensure transport initiatives improve air quality across the region to exceed good practice standards
 - Embed a safe systems approach into all planning and transport operations to achieve 'Vision Zero' – zero fatalities or serious injuries
 - Provide healthy streets and high quality public realm that puts people first and promotes active travel

3.3 Places and Communities

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

- The LTCP contains a number of strategic aims, goals and objectives that tackle the topics of place and communities. Furthermore, any schemes being proposed are assessed against study objectives. Objectives include:
 - Provide healthy streets and high quality public realm that puts people first and promotes active travel
 - Ensure all our regions businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
 - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the regions prosperity
 - Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
 - Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible to all
 - Communities are digitally connected, innovative technologies are supported, and there is improved mobility and connectivity across the region

3.4 Children and Young People

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

- The LTCP contains a number of strategic aims, goals and objectives that tackle the topics of children and young people. Furthermore, any schemes being proposed are assessed against study objectives. Objectives include:
 - Provide healthy streets and high quality public realm that puts people first and promotes active travel
 - Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible to all
 - Communities are digitally connected, innovative technologies are supported, and there is improved mobility and connectivity across the region

3.5 Transport

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

- The LTCP aims to improve transport for the whole of the Cambridgeshire and Peterborough combined authority area. This includes for residents, workers and visitors in the area.
- The LTCP contains a number of strategic aims, goals and objectives that tackle the topic of Transport specifically. Furthermore, any schemes being proposed are assessed against study objectives. Objectives include:
 - Provide healthy streets and high quality public realm that puts people first and promotes active travel
 - Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible to all
 - Communities are digitally connected, innovative technologies are supported, and there is improved mobility and connectivity across the region
 - Ensure all our regions businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
 - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the regions prosperity
 - Ensure transport initiatives improve air quality across the region to exceed good practice standards
 - Embed a safe systems approach into all planning and transport operations to achieve 'Vision Zero' – zero fatalities or serious injuries
 - Deliver a transport network that protects and enhances our natural, historic and built environments;
 - Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change
 - Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability

4. Significant Implications

4.1 Resource Implications

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

- The LTCP is developed and produced by the CPCA so there are no direct resource implications from the development of the Draft LTCP.
- CCC is currently developing child documents of the LTCP (Hunts Transport Strategy, Fenland Transport Strategy and Active Travel Strategy. Funding for these is sought from the CPCA

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

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

- An Equality Impact Assessment (EqIA) has been undertaken by the CPCA for the draft LTCP (not yet available to view on consultation site for LTCP)
- CCC is reviewing the CPCA's EqIA and is undertaking our own assessment of the equality implications of the draft LTCP
- An EqIA will be undertaken for each child document (the child documents are a suite of documents under the umbrella of the LTP and are referred to on page 15 of the Draft LTCP) and any intervention/scheme proposed through these

4.5 Engagement and Communications Implications

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

- The LTCP is out for public and stakeholder consultation currently.
- CCC staff are helping to man these events

4.6 Localism and Local Member Involvement

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

- CCC's response on the draft LTCP will be reported at CCC H&T committee
- Any future strategy work that CCC carry out underneath the umbrella of the LTCP (Child documents etc.) is usually supported by Member Steering Groups made up of County Members, and where appropriate, District, Town or Parish Councillors. Local County Councillors are generally offered the opportunity to feed into work as stakeholders and through consultations on the emerging or draft strategies.

4.7 Public Health Implications

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

- Transport is both a key factor in the state of, and has a key role to play in the improving of public health in the region
- Improving public health is a key goal and objective set out by the CPCA for their LTCP
- The LTCP contains a number of strategic aims, goals and objectives that tackle the topic of health. Furthermore, any schemes being proposed are assessed against study objectives. Objectives include:
 - Ensure transport initiatives improve air quality across the region to exceed good practice standards
 - Embed a safe systems approach into all planning and transport operations to achieve 'Vision Zero' – zero fatalities or serious injuries
 - Provide healthy streets and high quality public realm that puts people first and promotes active travel

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no implications in this area

4.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: Reducing Carbon to 'net zero' in one of the key objectives of the LTCP
(*"Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change"*)

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

Status: Neutral

Explanation: Any direct implications arising from the LTCP, a child document, a strategy or scheme development work will be addressed in future reports to this Committee. However, it is also noted that, one of the key objectives of the LTCP is to *"Deliver a transport network that protects and enhances our natural, historic and built environments"*;

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no implications in this area

4.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no implications in this area

4.8.6 Implication 6: Air Pollution.

Status: Positive

Explanation: Policy / strategy approaches that focus on reducing traffic and a cleaner vehicular fleet have potential to improve air quality in areas where transport is the dominant generator of pollutants, but need commitment to interventions that will enable or drive significant changes in travel behaviour if they are to be most effective. The draft LTCP has a key objective to *"Ensure transport initiatives improve air quality across the region to exceed good practice standards"*.

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

Status: Positive

Explanation: The draft LTCP contains a key objective on reducing carbon to 'net zero' by 2050 (*"Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change"*) and on ensuring the transport network is resilient and adaptive to change as a result of environmental disruption (*"a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability"*)

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: Clare Ellis

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

Name of Officer: David Allatt

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

Name of Officer: Iain Green

5. Source documents guidance

5.1 Source documents

None

Road Safety Schemes 2022/23

To: Highways and Transport

Meeting Date: 12 July 2022

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: To agree road safety schemes to be delivered in 2022/23

Recommendation:

a) To approve the capital programme of Safety schemes for 2022/23 outlined in Appendix A; and

b) To note the schemes being delivered by GCP as set out in Appendix B

Officer contact:

Name: David Allatt

Post: Assistant Director: Transport Strategy & Network Management

Email: David.allatt@cambridgeshire.gov.uk

Tel: 07411 962132

Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer

Post: Chair/Vice-Chair

Email: Alex.Beckett@cambridgeshire.gov.uk

Neil.Shailer@cambridgeshire.gov.uk

Tel: 01223 706398

1. Background

- 1.1 This paper outlines how road safety schemes are currently identified, the number of schemes that are in the pipeline, and specific funding issues relating to schemes identified for the current programme.

Site Identification Criteria

- 1.2 A list of collision 'cluster sites' is generated on an annual basis, usually in June, based on the most recent 3 calendar year period (i.e., 2020 list uses 2017-19 data). A location will be added to the list if it has a record of 3 collisions resulting in fatal or serious injury (KSI) or 6 slight injury collisions at a junction or within a 100m length. There are 45 sites on the most current list (2020), the majority of which are in Cambridge City. These sites are listed in priority order based on a weighted score using collision severity.
- 1.3 The above is based on the criteria for single junctions and 100m sections. A separate analysis is planned which will identify high risk routes or longer sections. At present routes are analysed manually based on a high number of KSI collisions over a longer length (e.g. A142 Chatteris to Ely) or highlighted by national reports (e.g. <https://roadsafetyfoundation.org/project/looking-back-moving-forward/>).

2. Main Issues

2.1 Pipeline and Funding

The Road Safety Budget is currently £594k per annum. This covers design and investigation for future schemes, as well as scheme delivery. Due to the cost and complexity of schemes, in many cases design and delivery cross over two or more financial years. Appendix A lists the proposed programme of capital safety schemes for 2022/23 for approval.

2.2 Update on 2021/22 Schemes

2.3 Wheatsheaf Crossroads

In September 2021, the Highways and Transport Committee considered intervention options in this location and agreed to progress a traffic signal solution. Building on the strategic outline business case provided by Milestone, County officers have been working up design and costs, and undertaking site investigation, mindful of utilities in the vicinity of the site. Target construction is 23/24.

2.4 Puddock Road

The 2.5km single-track stretch of Puddock Road heading south from Fortyfoot Bank has seen 4 fatal collisions where a vehicle left the road and entered the adjacent drain.

Outline options have been developed, survey work was undertaken to determine if severing the route is appropriate, as it is used as an alternative to the main routes via Ramsey or Chatteris.

Informal consultation has ruled out options associated with severing the route, and therefore alternative, physical solutions are proposed for 22/23.

It is proposed that a scheme is designed and implemented in 2022/23 using the road safety budget. Provisional allocation: £400k

2.5 Cluster List

The cluster list is attached as Appendix [B]. These locations are already subject to review as part of wider programmes and commentary on the status of these is included within the appendix.

2.6 2022/23 Recommendations

2.7 Puddock Road – Estimated £400k

As highlighted above, informal engagement has highlighted that Traffic Regulation Order based solutions will not be acceptable, and therefore a physical solution should be explored and implemented.

A scheme to design and deliver physical measures is proposed for 2022/2023 to address safety issues in this location, which is subject to a coroner inquest.

2.8 Design for future years - iRAP – £100k

In line with the system-based approach to road safety as endorsed by the Vision Zero Partnership, the County Council recognises the need for proactive safety investment. The current prioritisation is based on collision records and retrospective intervention.

In 2022/23 it is proposed to allocate £100k to develop a proactive Investment Plan on priority routes (main A roads), using the iRAP methodology; The programme aims to reduce death and serious injury through a proactive programme of systematic assessment of risk, identifying major shortcomings that can be addressed by practical road improvement measures.

2.9 Minor Improvements – £94k

It is proposed to allocate the remainder of the 2022-23 Road Safety Budget to any small measures that are identified as part of ongoing investigation processes by the County Council Road Safety Team.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

3.2 Health and Care

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

3.3 Places and Communities

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

3.4 Children and Young People

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

3.5 Transport

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

4. Significant Implications

4.1 Resource Implications

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

- The required resources have been made available to deliver the programme of projects, which will be funded from the Highways capital budget.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- In delivering the 22/23 road safety programme, works will be procured in full accordance with the County Council's procurement policies.

4.3 Statutory, Legal and Risk Implications

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

- Under Section 39 of the Road Traffic Act 1988 the Council has a statutory duty to "prepare and carry out a programme of measures designed to promote road safety... must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area [and] in the light of those studies, **take such measures as appear to the authority to be appropriate to prevent such accidents**, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads." [bold formatting added by author for emphasis]

4.4 Equality and Diversity Implications

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

- Residents in lower Index of Multiple Deprivation (IMD) quintiles are at higher risk of being involved in a collision as are younger drivers.
- Older drivers are more likely to sustain serious or fatal injuries in collisions due to their frailty.
- An Equality Impact Assessment screening form for the selection of road safety schemes can be found in Appendix C.

4.5 Engagement and Communications Implications

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

- Serious road traffic collisions attract significant media attention and the Council's actions to reduce their occurrence comes under regular media scrutiny.

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

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

- Road traffic collisions have a significant burden on health services.
- Public Health indication 1.10, KSI casualties per 100,000 population, is currently red for Cambridgeshire across all districts.

4.8 Environment and Climate Change Implications on Priority Areas

Any road schemes such as those outlined in the paper will have some environmental impacts. These will be minimised as far as possible through the individual scheme designs

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: There are no significant implications within this category

4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: There are no significant implications within this category

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

Neutral Status:

Explanation: There are no significant implications within this category

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.

Neutral Status:

Explanation: There are no significant implications within this category

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

Neutral Status:

Explanation: There are no significant implications within this category

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: Clare Ellis

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

Name of Officer: David Allatt

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 guidance

5.1 Source documents

List of Road Safety schemes for delivery in 2020/21
Equality Impact Assessment screening form

5.2 Location

List of Road Safety schemes for delivery in 2020/21 – Appendix A
Equality Impact Assessment screening form – Appendix B
Milestone Option Report – available on request

Appendix A

PROPOSED ROAD SAFETY SCHEMES 2022/23

	Parish/Town	Street	Location	Works	Budget 2022/23
HUNTS					
UNC	Warboys / Ramsey / Doddington / Benwick*	Puddock Road	Single-track section of Puddock Road south of Ramsey Forty Foot	Design and implementation of physical measures	£400k
COUNTY WIDE					
	County wide	Minor Improvements	Various	Minor improvements identified following cluster site or fatal investigations and non-injury sites with potential for high severity	£94,000
	County wide	Advanced design	Various	Proactive safety assessments and design for future years	£100,000
				TOTAL	£594,000

*main section is in Huntingdonshire but crosses border into Fenland

Appendix B

Current status of sites on the 2021 Cluster Site List

ClustID	Location	Current status	
1	A1307 HILLS RD CAMBRIDGE	Hills Road safety scheme (major projects) currently in design	
2	TRUMPINGTON ROAD AT JN WITH THE FEN CAUSEWAY	Investigation required to link in with City Access Study	
41	BROOKS ROAD A1134 COLDHAMS LANE	To be covered by GCP Cycling Plus Scheme	
3	BARNWELL ROAD 60 METRES S OF JUNCTION WITH NEWMARKET ROAD	To be covered by GCP Cambridge Eastern Access	
116	ELIZABETH WAY JW MILTON ROAD	To be covered by GCP Milton Road scheme	
45	C294 ST ANDREWS ST JUNCTION C295 NATIONAL WESTMINSTER BANK	Cycling team - signals and signage improvements recently completed	
4	CHERRY HINTON ROAD ROUNDABOUT WITH MOWBRAY ROAD A1134	To be covered by GCP Cycling Plus Scheme	
134	MILL ROAD - 27 METRES FROM JUNCTION WITH ARGYLE STREET	Hold following GCP consultation on Mill Road	
18	DEVONSHIRE RD OS DEVONSHIRE ARMS PH CAMBRIDGE	Hold following GCP consultation on Mill Road	
37	A1307 HILLS RD BROOKLANDS AV CAMBRIDGE	To be covered by GCP Cycling Plus Scheme	
89	MAIDS CAUSEWAY ROUNDABOUT VICTORIA ROAD CAMBRIDGE	For investigation by Road Safety Engineers	
101	CHESTERTON LANE (A1303) AT JUNCTION WITH CASTLE STREET	This is no longer a cluster site	
131	ELIZABETH WAY (A1134) AT JUNCTION WITH NEWMARKET ROAD (A1134).	To be covered by GCP Cambridge Eastern Access	
139	MILL ROAD AT JN WITH MACKENZIE ROAD	Hold following GCP consultation on Mill Road	
11	QUEENS ROAD JW MADDINGLEY ROAD	To be covered by GCP Madingley Road scheme	
16	MILL RD JUNCTION EAST RD CAMBRIDGE	Hold following GCP consultation on Mill Road	
124	BEEHIVE CENTRE ROUNDABOUT	Investigation required	
127	FENDON ROAD (A1307) AT JUNCTION WITH QUEEN EDITH'S WAY (A1134).	Dutch Roundabout installed 2020 - no further action at present	
130	HIGH STREET AT JUNCTION WITH UNION LANE.	Significant drop in collision record - no further action at present	
135	TRUMPINGTON ROAD A1134 AT JN WITH BATEMAN STREET	Currently under investigation	
46	SOMERSHAM ROAD B1040 AT JN WITH BLUNTISHAM HEATH ROAD	Signals to be installed	

90	BABRAHAM ROAD A1307 HAVERHILL ROAD	To be covered by GCP A1307 scheme
60	SIXTEEN FOOT BANK B1098 AT JN WITH MANEA ROAD B1093	Milestone Options report completed early 2022 but will not be a cluster site when the 2022 cluster list is generated
62	WATERBEACH A10 DENNY END ROAD	Covered by Waterbeach New Town works
83	A1303 AT JN WITH SWAFFHAM HEATH ROAD	Junction to be staggered 22/23
54	STATION ROAD JUNCTION BACK HILL AND BROAD STREET	Cycling improvement scheme completed 2021
97	ST NEOTS ROAD, ELITSLEY B1040 JUNCTION	To be covered by National Highways A428 scheme
21	ST IVES ROAD A1096 60 METRES SOUTH OF JUNCTION WITH CAMBRIDGE ROAD A14	Safety scheme installed, significant reduction in collision record
135	SOHAM BYPASS (A142) AT JUNCTION WITH NORTHFIELD ROAD	No longer a cluster site, to be considered under wider route study
136	FENLAND WAY (A141) ROUNDABOUT AT JUNCTION WITH ISLE OF ELY WAY (A141).	No longer a cluster site, no action at present
96	B1043 HUNTINGDON STREET AT JN WITH B1428 CAMBRIDGE STREET	To be treated as part of St Neots Access Strategy
132	ERMINE WAY (A1198) AT JUNCTION WITH A603	No longer a cluster site, no action at present

Update on GCP Schemes

41	BROOKS ROAD A1134 COLDHAMS LANE	GCP Cycling Plus Scheme - in early development. Delivery approximately 2026
3	BARNWELL ROAD 60 METRES S OF JUNCTION WITH NEWMARKET ROAD	GCP Cambridge Eastern Access in options development. Delivery approximately 2027
116	ELIZABETH WAY JW MILTON ROAD	GCP Milton Road scheme - due to begin construction in July 2022 with a approx. two year construction period
4	CHERRY HINTON ROAD ROUNDABOUT WITH MOWBRAY ROAD A1134	GCP Cycling Plus Scheme in early development. Delivery approximately 2026
134	MILL ROAD - 27 METRES FROM JUNCTION WITH ARGYLE STREET	Hold following GCP consultation on Mill Road - the outcome of this will be reported to the County Council's Highways and Transport committee later in 2022
18	DEVONSHIRE RD OS DEVONSHIRE ARMS PH CAMBRIDGE	Hold following GCP consultation on Mill Road the outcome of this will be reported to the County Council's Highways and Transport committee later in 2022

37	A1307 HILLS RD BROOKLANDS AV CAMBRIDGE	GCP Cycling Plus Scheme - in early development. Delivery approximately 2026
131	ELIZABETH WAY (A1134) AT JUNCTION WITH NEWMARKET ROAD (A1134).	GCP Cambridge Eastern Access - in options development. Delivery approximately 2027
139	MILL ROAD AT JN WITH MACKENZIE ROAD	Hold following GCP consultation on Mill Road - the outcome of this will be reported to the County Council's Highways and Transport committee later in 2022
11	QUEENS ROAD JW MADINGLEY ROAD	GCP Madingley Road scheme in preliminary design, due to open in approx. 2025
16	MILL RD JUNCTION EAST RD CAMBRIDGE	Hold following GCP consultation on Mill Road the outcome of this will be reported to the County Council's Highways and Transport committee later in 2022

Appendix C - Equality Impact Assessment – Screening Form

For employees and/or communities

Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Highways, Highway Projects and Road Safety		Name:	Matt Staton
Proposal being assessed:		Job Title:	Highway Projects and Road Safety Manager
Road Safety Schemes 2020/21		Contact details:	01223 699652 Matt.staton@cambridgeshire.gov.uk
Business Plan Proposal Number: (if relevant)		Date commenced:	06/06/2022
		Date completed:	06/06/2022
Key service delivery objectives:			
<p>Each year the road collision and casualty data for the preceding 5-year period is collated and analysed, including the latest collision cluster site list for the county. The cluster site list comprises sites where there have been at least 6 reported collisions involving personal injury or at least 3 involving a fatality or serious injury within 100m in the preceding 3 full calendar years.</p> <p>These sites are then subject to investigation by the road safety team and interventions identified to address the causes of collisions at these sites.</p> <p>Identified schemes are put forward to Highways and Infrastructure committee for approval within the £594k budget identified for road safety capital schemes.</p> <p>This includes an element of funding for design of schemes for future years and to address any issues identified in-year as a result of fatal collision investigations.</p>			
Key service outcomes:			
Reduction in road casualties			
What is the proposal?			
The proposal is to introduce schemes at the identified locations to reduce the risk of personal injury collision, in particular collisions resulting in serious injury or death.			
What information did you use to assess who would be affected by this proposal?			

Road casualty and collision data, including demographic profiles of those involved

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

Information is limited to those meeting the definition outlined in the [Department for Transport's STATS 20 guidance](#):

All road accidents involving human death or personal injury occurring on the Highway ('road' in Scotland) and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road accidents than that used in Road Traffic Acts.

Information on collisions not resulting in serious injury is unreliable in its consistency, and while anecdotal reports of incidents can prove useful once a site is identified for investigation these are not used in the identification of sites to enable a more consistent approach to be applied. It is however recognised that collisions resulting in slight injury are also significantly underreported, particularly those involving cyclists.

Who will be affected by this proposal?

The proposal will affect all road users at these specific locations, but will have a disproportionate impact on those resident in the local area or those that use the routes for regular journeys.

It is expected that the changes made will improve the situation for these road users with reduced risk of being involved in a road traffic collision at these locations.

Section 2: Identifying impacts on specific minority/disadvantaged groups

Consider each characteristic / group of people and check the box to indicate there is a foreseeable risk of them being negatively impacted by implementation of the proposal, including during the change management process.

You do not need to be certain that a negative impact will happen – at this stage it just needs to be foreseeable that it could, unless steps are taken to manage this.

Scope of this Equality Impact Assessment					
<i>Check box if group could foreseeably be at risk of negative impact from this proposal</i>					
Note *= protected characteristic under the Equality Act 2010					
*	Age	<input type="checkbox"/>	*	Disability	<input 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 type="checkbox"/>		Poverty	<input type="checkbox"/>

Next steps:

If you have checked one or more boxes above, you should complete a full Equality Impact Assessment form.

If you have not checked any boxes, please continue to complete this screening form.

Section 3: Explanation of 'no foreseeable risk' EIA screening

Explain why this proposal will not have a foreseeable risk of negative impact for each group. Provide supporting evidence where appropriate. Where the same explanation applies to more than one group, state it in the 'Reasons' column for the first relevant group and put 'as per [first group name] above' to reduce duplication.

For example: *'This proposed process combines two previous processes which both had robust EIAs prior to implementation. This process does not introduce any new content. So, no foreseeable risk of negative impact has been identified.'*


		Characteristic / group of people	Explanation of why this proposal will not have a foreseeable risk of negative impact
1	*	Age	While younger and older road users are more at risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.
2	*	Disability	While road users with disability are more at risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group
3	*	Gender reassignment	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
4	*	Marriage and civil partnership	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
5	*	Pregnancy and maternity	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
6	*	Race	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
7	*	Religion or belief (including no belief)	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
8	*	Sex	While male road users are more at risk of involvement in a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.

9	*	Sexual orientation	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
10		Rural isolation	While rural residency has been associated with risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.
11		Poverty	While poverty has been associated with risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.

Section 4: Approval

Note: if there is no information available to assess impact, this means either information should be sought so this screening tool can be completed, or information should be gathered during a full EIA.

I confirm that I have assessed that a full Equality Impact Assessment is not required.

Name of person who completed this EIA:	Matt Staton
Signature:	
Job title:	Highway Projects & Road Safety Manager
Date:	07/02/2020

I have reviewed this Equality Impact Assessment – Screening Form, and I agree that a full Equality Impact Assessment is not required.

Name:	David Allatt
Signature:	
Job title: <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Assistant Director – Transport Strategy and Network Management
Date:	06 June 2022

Traffic Management Update

To: Highway & Transport Committee

Meeting Date: 12th July 2022

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

Electoral division(s): All Cambridgeshire divisions

Key decision: No

Forward Plan ref: N/A

Outcome: The Committee is asked to consider the Traffic Management update provided and approve the principle of broadening prioritisation criteria for 20mph schemes as set out in 2.15.

Recommendation: The Committee is asked to note the content of the update report and agree to the principle of broadening prioritisation criteria as set out in 2.15.

Officer contact:

Name: Sonia Hansen
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Tel: 07557 812777

Member contacts:

Names: Cllr Alex Beckett
Post: Chair
Email: Alex.Beckett@cambridgeshire.gov.uk
Tel: 07729 977826

1. Background

- 1.1 Members have asked for an update on some traffic management issues which have been the subject of previous reports to committee. Civil Parking Enforcement (CPE) in September 2021 & November 2021, 20 mph schemes in November 2021 and January 2022 and Heavy Good Vehicle (HGV) Policy in December 2020 and November 2021.
- 1.2 This report provides an update on these matters.

2. Civil Parking Enforcement

- 2.1 In September 2021, a report was presented to this committee which looked at the delivery of CPE across South Cambridgeshire, Fenland and Huntingdonshire. As detailed in this report, CPE transfers the powers and responsibilities for on-street enforcement from the Police to the Highway Authority. If the applications made were successful, the County Council would be responsible for both enforcement and administration of any on-street restriction within the designation Order area (the district) and any associated costs.
- 2.2 As all or part, of these responsibilities can be delegated, Officers were instructed to work with partners to draft agency agreements and a funding agreement which will, as far as reasonably practicable, mitigate the Councils exposure to operational and financial risk. The report confirmed that Fenland District Council (FDC) and Huntingdonshire District Council (HDC) had taken steps to secure funding to cover the annual shortfall as well as all associated implementation costs and that the GCP had made a commitment (in South Cambridgeshire) to providing funding to cover all implementation costs and on-going financial support to cover any revenue shortfalls for a time limited period (to be negotiated). This time limited period has now been established as 5 years.
- 2.4 In September 2021, this committee resolved to:
 - Authorise Cambridgeshire County Council (CCC) to prepare a Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) application to the Department for Transport for a Designation Order for the introduction of CPE in Fenland, Huntingdonshire, and South Cambridgeshire.
 - Delegate the approval of Agency Agreements with Fenland, Huntingdonshire and South Cambridgeshire District Councils, a funding agreement with the Greater Cambridge Partnership and the Department for Transport application to the Executive Director of Place and Economy, in consultation with the Chair of the Highways and Transport Committee.
- 2.5 As part of the CPE application process, a key stakeholder consultation has been undertaken. This included the local authorities bordering the three districts, the Police, emergency services and other organisation with a vested interest in the highway within these districts. 40 organisations were contacted and whilst 15 (inc. the Police) confirmed receipt of the consultation, no objections were made. Work on preparing the applications has now commenced with a view to taking the final draft to this committee in late summer / Autumn 2022.

- 2.6 To support the applications, the County Council needs to ensure that all on-street restrictions correspond to the underlying Traffic Regulation Orders (TRO) and all signs and lines are in a condition which enables enforcement. The on-site signs/lines surveys for South Cambridgeshire and Fenland have now been completed and work on the TRO review is currently underway. HDC are in the process of commissioning the signs/lines survey for Huntingdonshire.
- 2.7 Due to the level of queries identified through the sign and lines surveys and limited resources, the TRO review is taking longer than initially expected. In addition, after early discussion with our contractor, Milestone have indicated that due to resourcing issues the design and delivery elements of this project could take significantly longer than originally expected and due to the amount of design work required may be more expensive than originally anticipated. FDC officers have raised concerns about the design costs and the possible delays to the programme. Milestone and CCC are working together to identify opportunities to manage and reduce costs as much as possible within the current market environment. Once the initial design work is underway and the extent of the remedial work required across all the districts is better understood, officers will be able to revise the CPE delivery programme, working closely with Milestone to reduce the delivery time frame where possible.
- 2.8 County Council Officers are endeavouring to mitigate the impact of these schemes through the negotiations that are currently ongoing with each of the relevant Districts. In addition to this, all parties are attempting to maximise the opportunities for external funding to ensure that CPE is as cost neutral as possible. Once the agreements have been drafted, they will need to be approved at a District level and for GCP the GCP Executive Board before approval is sought as detailed in item 2.4. It is envisaged that this process will be completed in mid-summer 2022.
- 2.9 In the absence of an agency/financial agreement (as detailed in the September's report), the County Council would need to ensure that systems are in place to provide enforcement and administration services and to cover any financial deficits. If such a situation arose, the County Council would look to tailor enforcement to better reflect income and consider, in Huntingdonshire and South Cambridgeshire, the introduction of on-street parking charges, where financially viable, to help reduce any revenue shortfall. Such on-street charging is unlikely to be viable option in Fenland as off-street parking is free across the district.
- 2.10 Prior to the GCP funding of Civil Parking Enforcement (CPE) in South Cambridgeshire coming to an end, officers will develop a cost-neutral operation model which will support CPE across South Cambridgeshire. Any future operational model will come back to committee before the 5-year funding from GCP expires. This will look at tailoring enforcement to better reflect income along with considering the introduction of on-street charges such as pay and display parking and/or bus gates where financially viable. As South Cambridgeshire essentially surrounds and borders the Cambridge City enforcement area, increasing costs will be minimised due to the processing structure and systems already being in place. Officers will develop enforcement activities based on extending current patrols across the district border and utilising mobile methods' for reaching more outlying areas.

20 mph schemes

- 2.11 A Member Working Group (MWG) on 20 mile per hour (mph) schemes has been established

and £100k funding has been allocated for 2022/23 for the implementation of schemes in-line with the Joint Administration pledge on 20mph. Fourteen advance schemes have been identified from the LHI application process and will be funded from this new funding allocation. An indicative timeline for the delivery of these early 20mph schemes is as follows:

- April 22 – Handover to Milestone for design as one work package.
- May 22 – September 22 – Design and liaison with applicants for approval following new 20mph policy being adopted.
- October 22 – November 22 – Formal consultation for Traffic Regulation Orders.
- December 22 – January 23 – Pricing and programming for Delivery.
- February 23 – May 23 – Construction on site.

- 2.12 The MWG met on 25 May 2022. Cllr Beckett was elected as chair. The other Members on the group are Cllrs. Criswell, Dew, Howell, Shailer, Giles, Dupre. One of the key tasks of the MWG is to agree the scoring criteria and a process for prioritisation for future 20mph schemes.
- 2.13 The MWG agreed that a broad set of criteria should be used for assessing schemes to make it more accessible for communities to apply. Whilst proximity to schools will be an important consideration Members are keen to encourage area-based schemes and schemes where there is high level of non-motorised users.
- 2.14 The existing speed limit policy sets out that mean speeds of 24mph or less are required for a new 20mph scheme. The MWG agreed that the prioritisation should not be dependent on the 24mph mean speed. Whilst this will remain a key consideration, it should not alone prevent a scheme being considered against the wider prioritisation criteria.
- 2.15 The prioritisation criteria will be the subject of discussion and refinement at future MWG to create a broader approach to schemes. Any changes to the speed policy agreed by the MWG will require approval from the Executive Director of Place and Economy in consultation with the Chair and Vice Chair of this committee under delegated powers and will be reflected in the Highways Operational Standards.

HGV Member Working Group

- 2.16 The Heavy Good Vehicle (HGV) Members Working Group is making progress in reviewing the HGV Policy and are looking to align with the Local Transport and Connectivity Plan review and plan to bring a revised policy to the Highways and Transport Committee later in the year. The new policy will include a new assessment process for communities seeking restrictions on HGVs.

3. Alignment with corporate priorities

- 3.1 **Environment and Sustainability**
An increase in the number of 20mph schemes in Cambridgeshire may encourage active travel and enhance modal shift to more sustainable transport choices
- 3.2 **Health and Care**

An increase in the number of 20mph schemes in Cambridgeshire may encourage active travel.

3.3 Places and Communities

Increasing the number of 20mph schemes in our communities can improve quality of life by reducing traffic speeds as well as positively impacting on road safety.

3.4 Children and Young People

There are no significant implications within this category.

3.5 Transport

An increase in the number of 20mph schemes in Cambridgeshire may encourage active travel and enhance modal shift to more sustainable transport choices as well as positively impacting on road safety.

4. Significant Implications

4.1 Resource Implications

The resource implications are detailed within the body of the report. In summary

- Civil Parking Enforcement: Associated implementation cost and on-going operational costs will be covered by HDC, FDC and the GCP for a period of 5 year with an option for extension for HDC and FDC. After this period, in the absence of an agency/financial agreement, as detailed above and in September's report, the County Council would need to ensure that systems are in place to provide enforcement and administration services to ensure that any financial deficits are covered

In the absence of an agency/financial, as detailed above and in September's report, the County Council would need to ensure that systems are in place to provide enforcement and administration services and resource and financial deficits covered.

- 20 mph speed limit schemes: to be funded by the Parish /Town Council contributions and using ring fenced 20 mph funding where successful bids have been agreed.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

4.4 Equality and Diversity Implications

There are no significant implications within this category.

- 4.5 Engagement and Communications Implications
There are no significant implications within this category
- 4.6 Localism and Local Member Involvement
A Highways and Transport cross-party working group of County Councillors have been involved in the review of the 20mph policy and recommending the change to the policy set out in this report.
- 4.7 Public Health Implications
Increasing the number of 20mph schemes in the county could have a positive impact on public health creating safer communities by reducing traffic speeds.
- 4.8 Environment and Climate Change Implications on Priority Areas:
- 4.8.1 Implication 1: Energy efficient, low carbon buildings.
Neutral Status:
Explanation: There are no significant implications within this category.
- 4.8.2 Implication 2: Low carbon transport.
Positive Status:
Explanation: increasing 20mph schemes can encourage active travel.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Neutral Status:
Explanation: There are no significant implications within this category.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral Status:
Explanation: There are no significant implications within this category
- 4.8.5 Implication 5: Water use, availability and management:
Neutral Status:
Explanation: There are no significant implications within this category
- 4.8.6 Implication 6: Air Pollution.
Neutral Status:
Explanation: There are no significant implications within this category
- 4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
Neutral Status:
Explanation: There are no significant implications within this category

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: Clare Ellis

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**

Name of Officer: David Allatt

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:

None

Transport Strategy Update

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Steve Cox, Executive Director Highways and Transport

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Outcome: To update the Committee on:

- the development of district-based transport strategies for Fenland and Huntingdonshire
- progress on the development of an Active Travel Strategy for Cambridgeshire
- proposed timescales for the update of the Transport Strategy for Cambridge and South Cambridgeshire, and the Transport Strategy for East Cambridgeshire, and
- work with the Greater Cambridge Partnership on 'Making Connections' as part of the city access project
- the 2022 Transport Investment Plan list

Recommendation: Members are requested to:

- a) Note progress to date and the next steps for the development of the Fenland, Huntingdonshire and Active Travel strategies;
- b) Delegate approval of consultation in autumn 2022 on:
 - the draft Huntingdonshire Transport Strategy,
 - the updated draft Fenland and Active Travel Strategies and
 - the draft actions plans for the three strategiesto the Executive Director of Place and Economy in consultation with the Chair and Vice Chair of this committee;
- c) Note the proposed timescales for the update of the Transport Strategy for Cambridge and South Cambridgeshire, and the Transport Strategy for East Cambridgeshire;
- d) Note the Greater Cambridge Partnership Executive Board's will be reviewing next steps for the city access project in September, following the Making Connections consultation, which may include a recommendation to undertake consultation on proposals for transforming public transport, cycling and walking and reducing pollution and congestion;
- e) Endorse this consultation, if agreed by the GCP Executive Board being undertaken by the GCP on behalf of the County Council; and
- f) Note the updated Transport Investment Plan list.

Officer contact:

Name: Jeremy Smith
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Tel: 01223 715483

Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair / Vice-Chair
Email: Alex.Beckett@cambridgeshire.gov.uk Neil.Shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1 Background

- 1.1 This report provides updates on transport strategy work being undertaken and planned by the County Council, and with the Greater Cambridge Partnership (GCP).
- 1.2 The Future Transport Priorities paper to this committee on 7th December 2021 summarised seven Year 1 actions of the Joint Administration relating to the work of the Council's Transport Strategy team. Action T.4 refers to the continued development of transport strategies for Huntingdonshire and Fenland to include support for modal shift. An update was provided to this committee on 8th March 2022. A further update on progress towards this action is set out in this paper.
- 1.3 This paper also sets out:
 - proposed timescales for the development of an updated Greater Cambridge Transport Strategy, to supersede the existing Transport Strategy for Cambridge and South Cambridgeshire, and linked to this,
 - work with the GCP on '[Making Connections](#)' as part of the city access project, and
 - work with Greater Cambridge Shared Planning on the likely transport implications of the emerging [Greater Cambridge Local Plan](#).
 - proposed timescales for the update of the Transport Strategy for East Cambridgeshire.

2 Transport Strategies for Fenland and Huntingdonshire, and the Active Travel Strategy

- 2.1 District-based transport strategies set out detailed policies and an action plan for transport investment in each district. Schemes contained in the action plans are then eligible for Local Transport and Connectivity Plan (LTCP) Integrated Transport Block funding from the Cambridgeshire and Peterborough Combined Authority (CPCA). Funding bids can also be submitted to the CPCA, Government and other bodies for delivery of schemes, and contributions from developers can be secured against schemes where they relate to development.
- 2.2 The work on these two district strategies is being co-ordinated with that of the Active Travel Strategy for Cambridgeshire, as well as the CPCA's update to the LTCP.
- 2.3 The Active Travel Strategy being developed will provide a comprehensive set of policies that will enable quality provision of active travel infrastructure in Cambridgeshire, with a focus on achieving mode shift from private car journeys that will contribute to the County Council's target to achieve Net Zero Carbon by 2045.

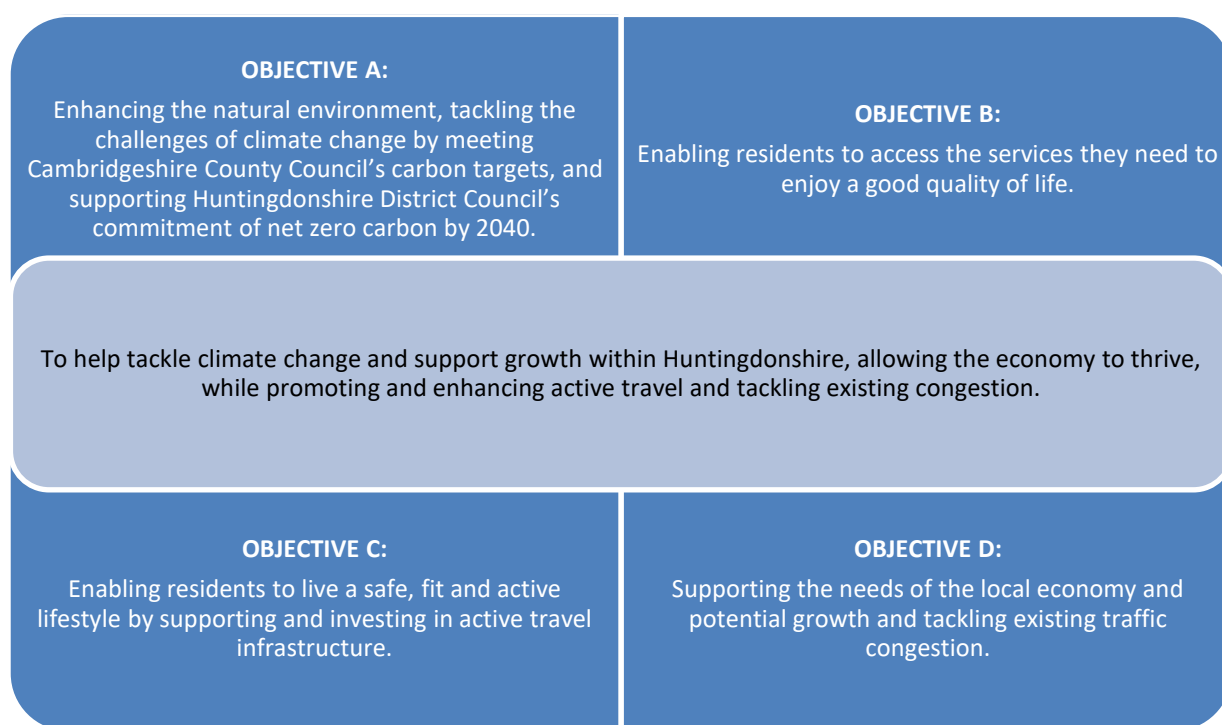
Transport Strategy for Fenland – progress to date

- 2.4 This committee noted and approved the vision, objectives and draft Fenland Transport Strategy for further stakeholder engagement on 8th March 2022. County Council officers are working closely with district council officers, the Member Steering Group and stakeholders to develop a draft action plan for public consultation.

Transport Strategy for Huntingdonshire – progress to date

- 2.5 A draft vision and set of objectives for the Huntingdonshire Transport Strategy have been developed with the Member Steering Group (MSG) and are set out in Figure 1. The MSG will be re-constituted following the change in administration at Huntingdonshire District Council and will have the opportunity to review the emerging draft vision and objectives. Work to develop a draft strategy and action plan will take place with partners and the MSG ready for public consultation in autumn 2022.

Figure 1 Emerging draft vision and objectives for the Huntingdonshire Transport Strategy



Active Travel Strategy – progress to date

- 2.6 This committee noted and approved the vision, objectives and draft Active Travel Strategy for Cambridgeshire for stakeholder engagement on 8th March 2022. County Council officers are working closely with partners and stakeholders to develop a draft action plan for public consultation.

Stakeholder Engagement and preparation of action plans

- 2.7 A focussed stakeholder engagement exercise was carried out for all three strategies between 9th May and 19th June 2022 to inform the further development of each strategy and the draft action plans. A survey was sent to key stakeholders including County and District Councillors, Town / Parish Councils, voluntary organisations and key interest groups seeking feedback on key transport issues, priorities and views on the draft vision and objectives for each strategy. See Appendix 1 for the list of stakeholders. Feedback is currently being analysed and will be reported to Member Steering Groups. See Appendix 2 for high level analysis of the stakeholder engagement survey response.

- 2.8 Public consultation is planned to take place later in the autumn to seek views on and input into the draft strategies and action plans. It is anticipated that public consultation will take place largely online, but with some in person presence at high footfall areas across the county such as at markets and supermarket locations for those where online access is not possible or available. This approach will be supported by promotion through social media posts, posters and leaflets available at key contact points such as libraries, as well as through other possible channels, for example, resident's associations, schools, train stations and bus stations. Each Member Steering Group, district council colleagues and partners will input into the arrangements for public consultation over the coming weeks..

Next Steps

- 2.9 The next steps for the strategy development work are set out below:

FENLAND	
Accessibility Report / evidence base	Complete
Agree Objectives	Complete
Draft Strategy	Complete
Stakeholder engagement	Complete
Progress update	Highways and Transport Committee July 2022
Public consultation	Autumn/Winter 2022
Adoption	2023

HUNTINGDONSHIRE	
Huntingdonshire Strategic Transport Study – evidence base	Complete
Stakeholder engagement	Complete
Progress update	Highways and Transport Committee July 2022
Public consultation	Autumn/Winter 2022
Adoption	2023

ACTIVE TRAVEL	
Agree Objectives	Complete
Draft Strategy	Complete
Stakeholder engagement	Complete
Progress update	Highways and Transport Committee July 2022
Public consultation	Autumn/Winter 2022
Adoption	2023

3 Planned transport strategy development work

Transport Strategy for East Cambridgeshire

- 3.1 The Transport Strategy for East Cambridgeshire was adopted in December 2017. It is planned to commence work to review and update this strategy in 2023, following on from current work on the Fenland, Huntingdonshire and Active Travel Strategies. A further paper will be brought to committee when the work commences, to establish a Member Steering Group and to set out the programme for the work.

Greater Cambridge Transport Strategy

- 3.2 The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) was adopted in March 2014 and is proposed to be reviewed and updated into a new Greater Cambridge Transport Strategy, in parallel with work to develop the new Greater Cambridge Local Plan. The TSCSC was developed alongside and informed by the adopted Cambridge and South Cambridgeshire Local Plans, and the transport programme included in the bid for City Deal funding and now being delivered by the GCP was drawn from the transport programme in the TSCSC.
- 3.3 It is currently envisaged that work to develop / update the Greater Cambridge Transport Strategy will commence in late 2022 / early 2023, in parallel with the further development of the Greater Cambridge Local Plan and informed by the results of the GCP consultations discussed below.

City Access

- 3.4 [In November 2021](#), the Highways and Transport Committee considered an update on the City Access project. As part of the project, and as empowered by the Greater Cambridge City Deal, the GCP is developing proposals under the banner 'Making Connections' for transforming public transport, cycling and walking and reducing pollution and congestion, consistent with the policy direction set in the current Local Transport Plan, the emerging Local Transport and Connectivity Plan, and in the TSCSC.
- 3.5 The GCP Executive Board will consider [the feedback from recent Making Connections consultation](#) at their meeting in September, alongside recommendations on next steps. This may include a recommendation to undertake a statutory consultation on proposals for transforming public transport, cycling and walking and reducing pollution and congestion, including a potential road user charging scheme and / or additional parking charges such as a workplace parking levy. Under the Transport Act 2000, a decision to implement a road user charging scheme or workplace parking levy rests with the Local Traffic Authority, which in this case is the County Council. As such, the GCP would undertake any consultation on such a scheme on behalf of the County Council, with a final decision on whether to take forward and implement such a scheme resting with the County Council Full Council.
- 3.6 Key City Access milestones were set out in the November 2021 committee report. In discussion with the CPCA, the GCP has delayed the consultation on the detailed City Access scheme so that it will now follow on after the CPCA's current consultation on the Local Transport and Connectivity Plan. The revised timescales are as follows:
- GCP Executive Board Decision: September 2021
 - Strategic Business Case Consultation – public transport proposals and road space / revenue principles: October – December 2021
 - Executive Board Decision: September 2022
 - Consultation on Detailed City Access Scheme: October – November 2022
 - Executive Board Decision: June 2023
 - Implementation: 2023+

Transport Investment Plan (TIP)

- 3.7 The Transport Investment Plan (TIP) is a list of schemes covering transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire. Each

year the TIP has been brought to Committee, for members to note for information any updates made through the year. Please refer to the TIP webpage [here](#) for:

- the current TIP (2022) listed by district
- a Policy Document describing the TIP uses and other helpful information
- a link to the mapped schemes on [MyCambridgeshire](#).

3.8 For any comments/queries on the TIP, please contact Cat Rutangye, Capital and Funding Manager, Transport Strategy and Funding Team: cathryn.rutangye@cambridgeshire.gov.uk

3.9 It is proposed to align the future updates of the TIP with regular reviews of the action plans that form part of the district transport strategies. Updates to the strategy action plans will be brought to committee for agreement.

4 Alignment with corporate priorities

4.1 Environment and Sustainability

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment

4.2 Health and Care

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and

4.3 Places and Communities

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

- Transport strategy development is informed by public engagement and is guided by the objectives and priorities of the council.
- The LTP Integrated Transport Block generally delivers small or medium sized schemes that have been developed to address local issues as part of transport strategies informed by engagement with local communities and local councillors.

4.4 Children and Young People

There are no significant implications for this priority.

4.5 Transport

Implications for transport are discussed throughout the report, with particular reference to the development of transport strategies that are consistent with the current CPCA Local Transport Plan, the emerging CPCA Local Transport and Connectivity Plan, and the corporate priorities of the Council. The work on the Fenland, Huntingdonshire and Active Travel Strategies outlined in the paper is identified in the Joint Administration Agreement.

5 Significant Implications

5.1 Resource Implications

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

- Funding for the district strategy work will come from the Integrated Transport Block Strategy Development budget. Consideration is already being given to how to resource the subsequent action plans, and this will be reported back to Committee.

5.2 Procurement / Contractual / Council Contract Procedure Rules Implications

There are no significant implications for this priority.

5.3 Statutory, Legal and Risk Implications

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

- The GCP has authority for functions set out in [Part 3C-A of the County Council's constitution](#). This includes authority to “*Approve plans and strategies necessary or incidental to the implementation of the City Deal Agreement*”.
- Paragraph 3.5 sets out that under the Transport Act 2000, any decision to implement a road user charging scheme or workplace parking levy rests with the Local Traffic Authority, which is the County Council. If such a measure is recommended to the GCP Executive Board to be consulted upon, and were subsequently agreed by the Executive Board, the final decision on whether to take forward and implement such a measure following the statutory consultation would rest with a meeting of the County Council.

5.4 Equality and Diversity Implications

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

- Equality Impact Assessments are being undertaken for all strategies as they progress through to adoption.

5.5 Engagement and Communications Implications

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

- The transport strategy work will involve public and stakeholder engagement work at the appropriate points in their programmes.

5.6 Localism and Local Member Involvement

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

- Transport Strategy development work is supported by Member Steering Groups made up of County Members, and where appropriate, District, Town or Parish Councillors. Local County Councillors are generally offered the opportunity to feed into work as stakeholders and through consultations on the emerging or draft strategies.

5.7 Public Health Implications

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

- Public health is at the core of the vision set out by the Cambridgeshire and Peterborough Combined Authority for the Local Transport and Connectivity Plan, and

“Health: improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer and more resilient communities” is one of the six objectives of the LTCP.

- The CPCA’s LTCP sets out the overarching transport policy framework for Cambridgeshire and Peterborough. The transport strategy work outlined in this paper seeks to translate that policy framework into more local strategies and action plans.

5.8 Environment and Climate Change Implications on Priority Areas:

5.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: **Neutral**

Explanation: There are no implications in this area.

5.8.2 Implication 2: Low carbon transport.

Status: **Positive**

Explanation: *“Climate: Successfully and fairly reducing emissions to Net Zero by 2050”*, is one of the six objectives of the refresh of the CPCA’s Local Transport Plan, which are proposed to be adopted as the objectives of the Council’s transport strategies. The draft strategy objectives for the Fenland and Huntingdonshire strategies include tackling the challenges of climate change and meeting Cambridgeshire County Council’s carbon targets.

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

Status: **Neutral**

Explanation: Any direct implications arising from strategy or scheme development work will be addressed in future reports to this Committee. However, it is also noted that *“Environment: Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network”* is one of the six objectives of the CPCA’s Local Transport and Connectivity Plan, which are proposed to be adopted as the objectives of the Council’s transport strategies and are reflected in the draft objectives for the Fenland and Huntingdonshire strategies.

5.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: **Neutral**

Explanation: There are no implications in this area.

5.8.5 Implication 5: Water use, availability and management:

Status: **Neutral**

Explanation: There are no implications in this area.

5.8.6 Implication 6: Air Pollution.

Status: **Neutral / potentially positive**

Explanation: Small scale transport interventions such as those implemented using Integrated Transport Block funding through district-based strategies do not generally lead to quantifiable improvements to air quality on their own. Policy / strategy approaches that focus on reducing traffic and a cleaner vehicular fleet have potential to improve air quality in areas where transport is the dominant generator of pollutants but need commitment to interventions that will enable or drive significant changes in travel behaviour if they are to be most effective.

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

Status: **Positive**

Explanation: “*Climate: Successfully and fairly reducing emissions to Net Zero by 2050*”, is one of the six objectives of the refresh of the CPCA’s Local Transport Plan, which are proposed to be adopted as the objectives of the Council’s transport strategies. It is expected that the Council’s strategy work will reflect this objective in the interventions that they propose, including consideration of the resilience of those interventions in the context of climate change.

6 Source documents

- Cambridgeshire and Peterborough Combined Authority’s Local Transport and Connectivity Plan
<https://yourltcp.co.uk/>
- Future Transport Priorities paper, Highways & Transport Committee, 7 December 2021
<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1713/Committee/62/Default.aspx>
- Huntingdonshire Strategic Transport Study: Baseline Report (May 2017)
<https://www.huntingdonshire.gov.uk/media/2641/huntingdonshire-strategic-transport-study-baseline-report.pdf>
- Fenland Accessibility Report – this is an appendix of the draft Fenland Transport Strategy approved by this Committee on 8 March 2022
<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1716/Committee/62/Default.aspx>
- Making Connections project summary, background, and consultation feedback reports
<https://www.greatercambridge.org.uk/city-access/making-connections>

Implications sign off

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: Clare Ellis

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

Name of Officer: Jeremy Smith

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 – (not a key decision but climate implications are discussed)

Name of Officer: Emily Bolton

Appendix 1: Early Results from Transport Strategy Stakeholder Engagement survey, May to June 2022

Stakeholder Engagement was carried out from 9 May 2022 until 19 June 2022. Engagement was carried out via an online survey and stakeholders were informed via email. An email was sent to Councillors and Parish Councils on 7 April 2022 informing them that the engagement was taking place, and all stakeholders were emailed on the 9 May that the engagement had started. Follow up reminder emails were also sent.

Stakeholders contacted are detailed at the end of this summary, and included:

- All County, District and City Councillors.
- All Parish / Town Council Clerks.
- MPs in Cambridgeshire and
- 96 interest groups.





Please note that the results below are high level and have not yet been analysed in detail.

1. Are you responding as (please select all that apply)				
Answer Choices			Response Percent	Response Total
1	County Councillor		7.14%	5
2	District Councillor		17.14%	12
3	Organisation		25.71%	18
4	Parish / Town Council		45.71%	32
5	Other (please specify):		15.71%	11
			answered	70
			skipped	0





3. What draft transport strategies are you interested in commenting on? Please tick all that apply.				
Answer Choices			Response Percent	Response Total
1	Draft Fenland Transport Strategy		17.14%	12
2	Draft Huntingdonshire Transport Strategy		50.00%	35
3	Draft Active Travel Strategy for Cambridgeshire		70.00%	49
			answered	70
			skipped	0

Draft Fenland Transport Strategy Responses:










4. Do you agree with the Fenland Transport Strategy Vision?
To prioritise and develop a connected and inclusive transport network in Fenland. A network that will enable more people to access employment, education, healthcare and everyday services by a range of transport modes. There is a key focus on active or sustainable travel to improve opportunities, the health and wellbeing of Fenland residents and the environment they live in, now and for future generations.

Answer Choices			Response Percent	Response Total
1	Strongly agree		41.67%	5
2	Agree		33.33%	4
3	Neither agree nor disagree		0.00%	0
4	Disagree		8.33%	1
5	Strongly disagree		16.67%	2
			answered	12
			skipped	58




6. Do you agree with the Fenland Transport Strategy Objectives?
- Enable residents to live fit and healthy lifestyles, as they are able, by developing and promoting a connected, safe and viable active travel network and improving wellbeing
 - Support the needs of the local economy by developing better connectivity to places of education, retail, employment and healthcare
 - Reduce the impact of rural isolation on the day-to-day life and future prospects of Fenland residents by developing better access solutions to key services and facilities
 - Meet the challenge of climate change and enhance the natural environment by encouraging people to travel more sustainably

Answer Choices			Response Percent	Response Total
1	Strongly agree		33.33%	4
2	Agree		41.67%	5
3	Neither agree nor disagree		0.00%	0
4	Disagree		8.33%	1
5	Strongly disagree		16.67%	2
			answered	12
			skipped	58

8. Which of the following do you / your organisation consider to be the most important three (3) transport related issues in Fenland.




Answer Choices			Response Percent	Response Total
1	1 Road safety		41.67%	5
2	2 Lack of walking infrastructure		16.67%	2
3	3 Lack of cycling infrastructure		16.67%	2
4	4 Lack of public transport		75.00%	9
5	5 Increasing volumes of traffic		8.33%	1
6	6 Impact on the environment e.g. climate change, air quality		16.67%	2
7	7 Noise disturbance		0.00%	0
8	8 Rat-running of traffic and HGVs through villages		25.00%	3
9	9 Lack of connectivity and accessibility		58.33%	7
10	10 Health and wellbeing		25.00%	3
			answered	12
			skipped	58

9 Do you agree the policies in the Fenland Transport Strategy are the right ones to deliver its vision and objectives?





Answer Choices			Response Percent	Response Total
1	Strongly agree		0.00%	0
2	Agree		58.33%	7
3	Neither agree nor disagree		25.00%	3
4	Disagree		0.00%	0
5	Strongly disagree		16.67%	2
			answered	12
			skipped	58

Draft Huntingdonshire Transport Strategy











17. Do you agree with the Huntingdonshire Transport Strategy Vision?
To help tackle climate change and support growth within Huntingdonshire, allowing the economy to thrive, while promoting and enhancing active travel and tackling existing congestion.

Answer Choices			Response Percent	Response Total
1	Strongly agree		28.57%	10
2	Agree		54.29%	19
3	Neither agree nor disagree		17.14%	6
4	Disagree		0.00%	0
5	Strongly disagree		0.00%	0
			answered	35
			skipped	35

19. Do you agree with the Huntingdonshire Transport Strategy Objectives?
- Enhancing the natural environment, tackling the challenges of climate change by meeting Cambridgeshire County Council's carbon targets, and supporting Huntingdonshire District Council's commitment of net zero carbon by 2040.
 - Enabling residents to access the services they need to enjoy a good quality of life.
 - Enabling residents to live a safe, fit and active lifestyle by supporting and investing in active travel infrastructure.
 - Supporting the needs of the local economy and potential growth and tackling existing traffic congestion.






Answer Choices			Response Percent	Response Total
1	Strongly agree		37.14%	13
2	Agree		40.00%	14
3	Neither agree nor disagree		20.00%	7
4	Disagree		2.86%	1
5	Strongly disagree		0.00%	0
			answered	35
			skipped	35

21. Which of the following do you / your organisation consider to be the most important three (3) transport related issues in Huntingdonshire.






Answer Choices			Response Percent	Response Total
1	1 Road safety		44.12%	15
2	2 Lack of walking infrastructure		20.59%	7
3	3 Lack of cycling infrastructure		38.24%	13
4	4 Lack of public transport		52.94%	18
5	5 Increasing volumes of traffic		41.18%	14
6	6 Impact on the environment e.g. climate change, air quality		26.47%	9
7	7 Noise disturbance		2.94%	1
8	8 Rat-running of traffic and HGVs through villages		20.59%	7
9	9 Lack of connectivity and accessibility		38.24%	13
10	10 Health and wellbeing		11.76%	4
			answered	34
			skipped	36

Draft Active Travel Strategy





28. Vision and Objectives Do you agree with the Active Travel Strategy for Cambridgeshire Vision? Active travel will be embraced in all transport policies, projects, investment and development in Cambridgeshire, prioritising cycling and walking and associated travel modes. We will create a well-connected, safe and inclusive active travel network that will become the 'go-to' travel option for many local journeys.

Answer Choices			Response Percent	Response Total
1	Strongly agree		46.00%	23
2	Agree		34.00%	17
3	Neither agree nor disagree		14.00%	7
4	Disagree		4.00%	2
5	Strongly disagree		2.00%	1
			answered	50
			skipped	20

30. Do you agree with the Active Travel Strategy for Cambridgeshire Objectives?
1. Embrace a clear deliverable vision for a high quality, safe and connected active travel network across Cambridgeshire that will enable and encourage journeys currently being made by car to be taken by foot or cycle. This will support achieving Net Zero Carbon by 2045, and a healthier, more active Cambridgeshire.
 2. Focus on shorter local journeys, as well as capturing the increased potential for longer journeys to be taken by active or sustainable travel modes alongside e-bikes and public transport. An integrated network will better connect both urban and rural communities to local facilities, improving social inclusion, physical and mental health, and wellbeing.
 3. Deliver significant step-change in active travel provision across the county, by improving internal processes and collaborative working with key partners and developers. We will ensure active travel is embedded and prioritised in all future decision-making, projects, schemes, and policies at all levels.
 4. Ensure the existing and future Active Travel network is fit for purpose by;
 - a) Ensuring active travel is considered as part of all transport schemes and developments at the outset; and
 - b) Exploring new ways to prioritise maintenance of active travel infrastructure, addressing the importance that well maintained routes have on sustained use; and
 - c) Embedding a 'whole life cycle' approach to scheme development, ensuring all schemes are designed and funded to minimise the ongoing maintenance cost.
 5. Explore new ways to promote and encourage active travel and support initiatives that create behaviour change and modal shift to active travel modes, including the issue of 'knowing what's out there'. Look holistically at the shared experience and influences that make walking or cycling an attractive option as a form of travel.

Answer Choices			Response Percent	Response Total
1	Strongly agree		34.69%	17
2	Agree		48.98%	24
3	Neither agree nor disagree		8.16%	4
4	Disagree		4.08%	2
5	Strongly disagree		4.08%	2
			answered	49
			skipped	21

32. Do you agree the policies in the Active Travel Strategy are the right ones to deliver its vision and objectives?

Answer Choices			Response Percent	Response Total
1	Strongly agree		28.57%	14
2	Agree		38.78%	19
3	Neither agree nor disagree		26.53%	13
4	Disagree		6.12%	3
5	Strongly disagree		0.00%	0
			answered	49
			skipped	21

Stakeholders contacted for engagement

County Councillors

District / Ward Councillors

Parish / Town Councils

MPs

General Interest /Groups:

East Midlands Railway

Network Rail

Greater Anglia Trains

Stagecoach East

Stagecoach East Midlands

Go Whippet (Tower Transit)

Care Network

Local Access Forum

Cambridgeshire ACRE

Cross Country Trains

Cambridge Ahead

Camsight

Alzheimer's Society

Rail Future

Disability Cambridgeshire

Cambridge Ethnic Community Forum

COPE

Sustrans

Camcycle

Logistics UK (formerly Freight Transport Association)

Cambridge University Hospitals NHS Foundation Trust

Cambridge University

Cambridge Past Present and Future

Travel Plan Manager, Environment and Energy, University of Cambridge

British Horse Society County Access & Bridleways Officer – Cambridgeshire

Campaign for Better Transport

Cambridge Deaf Association

Natural England

Ramblers Association

Living Streets

Road Haulage Association (Policy Team)

Age UK Cambridgeshire

Confederation of Passenger Transport Users

Mind in Cambridgeshire

Voiceability

Cambridgeshire Walkers

Headway Cambridgeshire

National Autistic Society

The Byways and Bridleways Trust

CPRE Cambridgeshire & Peterborough

Motor Neurone Disease Association

Swavesey and District Bridleway Association

Cambridge & District Riding Club

Cambridge Ethnic Communities Forum

Voluntary & Community Action East Cambs

Police and Crime Commissioner

Royal British Legion

Royal Naval Association - Hunts district

Royal Naval Association

Encompass Network

Diamonds

Cambridgeshire Fire and Rescue Service

Liftshare

Cambs Youth Panel

Police

The Kite Trust

District Interest Groups:

Fenland Transport and Access Group
FACT Community Transport
Chatteris Cycling Club
Fenland Ramblers
Golden Age Partnership
Hereward Community Rail Partnership
Fenland Bridleways Group
Hunts Walking and Cycling Group
Huntingdonshire Ramblers
St Ives Eco Action
Huntingdonshire Volunteer Centre
Dews Coaches

Disability Information Service
Huntingdonshire
Huntingdonshire Association for Community
Transport
Huntingdonshire Chamber of Commerce
Loves Farm Community Association
Natural Cambridgeshire
Ramsey Neighbourhood Trust
Robinson Coaches, Kimbolton
St Ives Town Initiative
Urban & Civic
Civic Society of St Ives

Local Active Travel Interest Groups:

Ely Cycling Campaign
C2C (Cycling UK)
Walk Cambridge
Cambridge Ramblers
Milton Cycling Campaign
Swavesey and District Bridleway Association
British Horse Society
BHS Officer in Girton area
Zedify/Outspoken
Women on Wheels
Waterbeach Cycling Campaign
A10 Corridor Cycling Campaign
Centre 33
Smarter Cambridge Transport
Ely Society
Ely Youth Forum
A to B1102 Group (Burwell to Lode)

Finance Monitoring Report – May 2022/23

To: Highways and Transport Committee

Meeting Date: 12th July 2022

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 May position for 2022/2023.

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

Agree to accept the two Highways grants and agree to spend them as proposed within the report.

Officer contact:

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

Member contacts:

Names: Cllr Alex Beckett
Post: Chair of the Highways and Transport Committee
Email: alex.beckett@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: Since the approval of the 2022/23 Business Plan at Council in February some new pressures have been identified and these are being addressed by a budget re-set to be recommended at Strategy & Resources Committee on 27th June. It is proposed to allocate £1,051K to reflect the required estimated Streetlighting energy inflation. The budgets within the Finance Monitoring Report assume that Strategy and Resources Committee approve this change.

At this early stage in the financial year there is one forecast pressure to report which relates to the maintenance of the temporary fence on the southern section of the guided busway (£176K).

- 2.2 Capital: The Capital Programme has been updated from that agreed at Council in February to reflect carry-forwards from 21/22 due to underspends, the re-phasing of a number of schemes, and changes due to new funding. A breakdown of all these changes is shown within Appendix 6 and the budgets shown are the updated budgets. In addition, Strategy and Resources Committee has been recommended to approve £280k of additional prudential borrowing for the Northstowe bus link, to be repaid once the £280k S106 contribution is received.

There are no forecast variances to report on at this early stage in the financial year.

- 2.3 Cambridgeshire County Council has received a grant of £2.5m from the DfT specifically for the repair of local roads that were affected by the A14 National Infrastructure Project. This will be allocated to specific maintenance schemes previously identified and prioritised on asset management need. The works will be delivered through the Highways Maintenance Capital Programme.

The Council has also been offered the sum of £24.75m to cover the maintenance needs of the de-trunked A14 and associated highways assets. Officers have been in negotiation with NH to agree the sum which will cover the priority maintenance requirements. The sum is made up of:-

- General Highways Maintenance £15m
- Immediate Maintenance needs £5.25m
- Streetlighting Maintenance £3.5m
- Drainage Maintenance £1m

Officers calculate that the amount offered will mitigate the council's financial risks in owning and maintaining the old A14 infrastructure.

The council will also receive an increase in the DfT maintenance block funding in future years. The increased road network length of adding the old A14 to our local road network will increase our allocation through the funding formula. Programmes of maintenance works will be developed and delivered through the Highways Maintenance Capital Programme

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.

Place & Economy Services

Finance Monitoring Report – May 2022

1. Summary

1.1 Finance

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

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2022/23 £000	Actual £000	Forecast Variance - Outturn (May) £000	Forecast Variance - Outturn (May) %
0	Executive Director	604	518	0	0
0	Highways & Transport	28,645	1,802	+176	+0.6
0	Planning, Growth & Environment	45,909	1,219	-5	0
0	Climate Change and Energy	121	15	+1	+0.6
0	External Grants	-7,105	-2	0	0
0	Total	68,174	3,553	+172	+0.3

The service level budgetary control report for May 2022 can be found in [appendix 1](#).

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

2.1.2 Covid Pressures

Budgeted Pressure £000	Pressure	Revised forecast £000
300	Parking Operations loss of income	300
150	Park & Ride loss of Income	150
50	Planning Fee loss of Income including archaeological income	50
200	Guided Busway – operator income	200
700	Total Expenditure	700

Covid-19

Table 2.1.2 details the budget (as allocated in Business Planning) and forecasts within the service relating to the Covid-19 virus. The funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy lines. The budget to offset the loss of income arising from the financial impact of covid is £0.7m, and currently it is estimated that £0.7m is actually required.

2.2 Significant Issues

Budget Baselineing

Since the approval of the 2022/23 Business Plan at Council in February some new pressures have been identified and these are being addressed by a budget re-set to be recommended at Strategy & Resources Committee on 27th June. It is proposed to allocate the following budgets to address inflationary / PFI pressures within P&E.

- Estimated Streetlighting energy inflation £1,051K
- Waste PFI inflation uplift £1,200K

In addition, it is recommended to Strategy and Resources Committee to allocate £1,321K to the earmarked Waste Reserve for BATc works

The budgets and reserves within this report assume that Strategy and Resources Committee approve these changes.

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

It is recommended to Strategy & Resources Committee to approve (1) additional capital budget of £832K for Waste BATc works in this financial year (funded by prudential borrowing) and any further changes for future years will be taken forward through the Business Plan, and (2) £280k additional prudential borrowing for the Northstowe bus link, to be repaid once the £280k S106 contribution is received.

The Capital Programme at Appendix 6 reflects the changes due to:-

- (1) carry-forwards from 21/22 due to underspends,
- (2) the re-phasing of a number of schemes, and
- (3) changes due to new funding.

Details of all the changes are shown within [appendix 6](#).

Expenditure

No significant issues to report this month.

Funding

All other schemes are funded as presented in the 2022/23 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		Budget 2022/23	Actual May 2022	Forecast Outturn Variance	Forecast Outturn Variance
£000's		£000's	£000's	£000's	%
Executive Director					
0	Executive Director	-96	518	0	0%
0	Lost Sales, Fees & Charges Compensation	700	0	0	0%
0	Executive Director Total	604	518	-0	0%
Highways & Transport					
Highways Maintenance					
0	Asst Dir - Highways Maintenance	159	33	0	0%
0	Highway Maintenance	10,650	-84	0	0%
0	Highways Asset Management	487	106	-22	-4%
0	Winter Maintenance	2,833	-67	0	0%
0	Highways - Other	-614	101	0	0%
Project Delivery					
0	Asst Dir - Project Delivery	200	33	0	0%
0	Project Delivery	2,620	472	0	0%
0	Street Lighting	12,054	718	0	0%
Transport, Strategy & Development					
0	Asst Director - Transport, Strategy & Development	162	28	0	0%
0	Traffic Management	-155	466	0	0%
0	Road Safety	377	229	0	0%
0	Transport Strategy and Policy	22	93	0	0%
0	Highways Development Management	0	1	0	0%
0	Park & Ride	0	406	198	0%
0	Parking Enforcement	0	-734	0	0%
0	Highways & Transport Total	28,794	1,802	176	1%
Planning, Growth & Environment					
0	Asst Dir - Planning, Growth & Environment	180	27	0	0%
0	Planning and Sustainable Growth	917	141	3	0%
0	Natural and Historic Environment	1,215	-548	0	0%
0	Waste Management	43,447	1,599	-8	0%
0	Planning, Growth & Environment Total	45,760	1,219	-5	0%
Climate Change & Energy Service					
0	Energy Projects Director	4	-13	-1	-15%
0	Energy Programme Manager	117	27	1	1%
0	Climate Change & Energy Service Total	121	15	1	1%
0	Total	75,279	3,555	172	0%

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.

Park & Ride

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	406	+198	0

There is a pressure on the Guided Bus Maintenance due to the installation of a temporary fence on the Southern Section of the Guided Busway, between the station and the Addenbrookes spur.

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	6,754
Adjustment re Waste PFI grant		-27
Non-material grants (+/- £30k)	N/A	0
Total Grants 2022/23		6,727

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	66,101	
Transfer of Energy Schemes	-369	
Allocation of funding for 1.75% 21/22 pay award	191	
Budget re-set Streetlighting energy inflation	1,200	
Budget re-set Waste PFI inflation uplift	1,051	
Non-material virements (+/- £30k)		
Current Budget 2022/23	68,174	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2022 £'000	Movement within Year £'000	Balance at 31st May 2022 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	339	0	339	0	
On Street Parking	2,566	0	2,566	2,000	Funding agreed by S&R Committee
Highways Maintenance	1,490	0	1,490	0	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,373	0	1,373	1,200	
Streetlighting - LED replacement	16	0	16	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	216	
Waste - Recycle for Cambridge & Peterborough (RECAP)	23	0	23	0	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	263	0	263	180	
Steer- Travel Plan+	85	0	85	52	
Greenspaces	85	0	85	85	
Waste reserve	3,184	1,321	4,505	1,000	
Other earmarked reserves under £30k	20	0	20	0	
Sub total	9,756	1,321	11,077	4,763	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	(3,738)	0	(3,738)	0	
Other Capital Funding	1,804	0	1,804	0	
Sub total	(1,934)	0	(1,934)	0	
TOTAL	7,822	1,321	9,143	4,763	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2022/23

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (May) £'000	Forecast Spend - Outturn (May) £'000	Forecast Variance - Outturn (May) £'000
		Integrated Transport				
200	200	Major Scheme Development & Delivery	200	3	200	0
318	311	- S106 Northstowe Bus Only Link	510	3	510	0
208	0	- Stuntney Cycleway	41	6	41	0
1,139	1,257	Local Infrastructure Improvements	1,139	-103	1,139	0
75	75	- Minor improvements for accessibility and Rights of Way	75	-6	75	0
1,480	1,494	Safety Schemes	1,480	-17	1,480	0
362	345	Strategy and Scheme Development work	362	73	362	0
		Delivering the Transport Strategy Aims				
2,542	1,884	- Highway schemes	2,542	-2	2,542	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	251	- Dry Drayton to NMU	50	3	50	0
1,279	819	- Bar Hill to Longstanton	40	5	40	0
1,000	115	- Girton to Oakington	339	6	339	0
16	0	- Arbury Road	12	0	12	0
1,562	0	- Papworth to Cambourne	0	-26	0	0
1,092	1,241	- Other Cycling schemes	1,092	3	1,092	0
25	23	Air Quality Monitoring	25	0	25	0
26,000	1,040	A14	1,040	-2,080	1,040	0
		Operating the Network				
9,098	9,275	Carriageway & Footway Maintenance incl Cycle Paths	9,098	-148	9,098	0
235	235	Rights of Way	235	14	235	0
3,366	2,477	Bridge Strengthening	3,366	302	3,366	0
778	778	Traffic Signal Replacement	778	0	778	0
183	183	Smarter Travel Management - Int Highways Man Centre	183	-25	183	0
118	118	Smarter Travel Management - Real Time Bus Information	118	0	118	0
		Highways & Transport				
		Highways Maintenance				
78,700	809	£90m Highways Maintenance schemes	2,365	471	2,365	0
4,329	4,329	Pothole grant funding	4,329	-488	4,329	0
24,000	4,000	Footways	4,425	-375	4,425	0
0	0	Safer Roads Fund	0	-9	0	0
6,800	800	B1050 Shelfords Road	800	0	800	0
		Project Delivery				
49,000	3	- Ely Crossing	15	-1,358	15	0
149,791	4,079	- Guided Busway	200	162	200	0
		- Cambridge Cycling Infrastructure		0		
1,975	0	- Fendon Road Roundabout	189	0	189	0
450	268	- Ring Fort Path	398	3	398	0
330	85	- Cherry Hinton Road	183	14	183	0
33,500	2,516	- King's Dyke	5,084	1,849	5,084	0
1,098	0	- Emergency Active Fund	0	37	0	0
2,589	0	- Lancaster Way	287	2	287	0
0	0	- A14	0	0	0	0
1,883	4,481	- Wisbech Town Centre Access Study	693	-242	693	0
158	0	- Spencer Drove, Soham	97	8	97	0
4,984	325	- March Future High St Fund	315	25	315	0

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (May) £'000	Forecast Spend - Outturn (May) £'000	Forecast Variance - Outturn (May) £'000
7,770	1,601	- St Neots Future High St Fund	831	22	831	0
2,367	1,450	- March Area Transport Study - Main schemes	2,367	1	2,367	0
		Transport Strategy and Network Development				
1,000	0	- Scheme Development for Highways Initiatives	424	0	424	0
2,072	0	- Combined Authority Schemes	0	126	0	0
280	0	- A505	0	0	0	0
0	0	- Northstowe Transport Monitoring	0	89	0	0
6,795	0	- Wheatsheaf Crossroads	383	5	383	0
		Planning, Growth & Environment				
6,634	1,740	- Waste Infrastructure	1,808	13	1,808	0
20,367	0	- Waterbeach Waste Treatment Facilities	12,847	0	12,847	0
680	0	- Northstowe Heritage Centre	375	4	375	0
		Climate Change & Energy Services				
1,000	0	- Energy Efficiency Fund	0	0	0	0
10,999	6,215	- Swaffham Prior Community Heat Scheme	6,943	1,315	6,943	0
928	0	- Alconbury Civic Hub Solar Car Ports	0	0	0	0
4,878	3,621	- St Ives Smart Energy Grid Demonstrator scheme	3,978	-119	3,978	0
7,451	6,079	- Babraham Smart Energy Grid	5,630	-15	5,630	0
6,970	-	- Trumpington Smart Energy Grid	0	0	0	0
8,266	0	- Stanground Closed Landfill Energy Project	150	0	150	0
2,526	-	- Woodston Closed Landfill Energy Project	0	0	0	0
24,444	6,909	- North Angle Solar Farm, Soham	7,963	1,228	7,963	0
635	0	- Fordham Renewable Energy Network Demonstrator	609	0	609	0
15,000	5,940	- Decarbonisation Fund	892	302	892	0
200	0	- Electric Vehicle chargers	194	-21	194	0
500	435	- Oil Dependency Fund	0	0	0	0
300	300	- Climate Action Fund	70	0	70	0
74	0	- Treescape Fund	36	0	36	0
157	0	- Cambridge Electric Vehicle Chargepoints	139	0	139	0
3,145	0	- School Ground Source Heat Pump Projects	926	2	926	0
37,179	11,325	Connecting Cambridgeshire	4,628	13	4,628	0
	1,092	Capitalisation of Interest	1,092	0	1,092	0
583,280	92,353		94,390	1,075	94,390	0
	-18,660	Capital Programme variations	-18,660	0	-18,660	0
	73,693	Total including Capital Programme variations	75,730	1,075	75,730	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 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.

Capital Funding

Original 2022/23 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2022/23 £'000	Actual Spend (May) £'000	Actual Variance (May) £'000
18,270	Local Transport Plan	13,326	13,326	0
8,329	Other DfT Grant funding	8,329	8,329	0
11,996	Other Grants	5,933	5,933	0
7,256	Developer Contributions	3,018	3,018	0
47,261	Prudential Borrowing	58,681	58,681	0
11,241	Other Contributions	5,103	5,103	0
104,353		94,390	94,390	0
-18,970	Capital Programme variations	-18,970	-18,970	0
85,383	Total including Capital Programme variations	75,420	75,420	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	-4.94	Schemes funded by DfT grants rolled forward into 22/23. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 21/22. Rolled forward schemes will be funded by borrowing.
New funding/Rephasing (Specific Grants)	-6.10	Carry forward of Northstowe Heritage centre (£0.375m) Reduction in funding and rephasing for Wisbech Town Centre Access Study due to change of scope of CPCA funded scheme (-£3.788m). Reduction in funding and rephasing for Connecting Cambridgeshire (-£4.925m). New funding for March Area Transport Study (£2.367m)
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.24	Developer contributions to be used for a number of schemes. Rephasing Bar Hill to Longstanton cycleway (-£0.727m). Rephasing Girton to Oakington cycleway (£0.124m). Rephasing of Guided Busway (-£3.979m). Rephasing of Fendon Road Roundabout (£0.189m). Rephasing of Ring Fort path (£0.020m). Rephasing of Cherry Hinton Road cycleway (£0.098m).

Funding	Amount (£m)	Reason for Change
Additional funding / Revised Phasing (Other Contributions)	-6.14	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Rephasing King's Dyke (£0.385m). Rephasing Lancaster Way (£0.287m). Spencer Drove, Soham (£0.097m). Rephasing and adjustment to overall funding Future High St Funds (£1.905m). Rephasing Connecting Cambridgeshire (£3.172m).
Additional Funding / Revised Phasing (Prudential borrowing)	10.45	Borrowing in advance of S106 receipts – Northstowe Busway link (£0.240m) Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.200m). Rephasing of Footway schemes (£0.425m) Rephasing of Waste schemes (£0.068m). Rephasing of Energy schemes (-£2.975m). Rephasing King's Dyke (£2.183m). Rephasing Scheme development for Highway Initiatives (£0.424m). Rephasing Connecting Cambridgeshire (£1.40m)

Details of budget changes

	£'000	Comment
Carry forward from previous year		
Major Scheme Development & Delivery		
- Stuntney Cycleway	41	
- Northstowe Busway	-41	
Local Highway Improvements	-131	
Safety Schemes	-20	
Strategy & Scheme Development work	17	
Delivering the Transport Strategy Aims - Highways	654	ITB funded schemes
Delivering the Transport Strategy Aims - Cycling		
- Bar Hill to Longstanton	-16	
- Girton to Oakington	124	
- Arbury Road	12	
- Swavesey Park & Ride	25	
- Other cycling schemes	36	ITB funded schemes
Operating the Network		
Carriageway & Footway maintenance	-177	
Bridge Strengthening	889	
Highways Maintenance £90m	1,556	
Footways	425	
Waste - North Cambridge HWRC	68	
Northstowe Heritage Centre	375	
Swaffham Prior Community Heat Scheme	-278	
Alconbury Civic Hub Solar Car Ports		

St Ives Smart Energy Grid Demonstrator scheme	357	
Babraham Smart Energy Grid	-449	
Stanground Closed Landfill Energy Project	150	
North Angle Solar Farm, Soham	1,054	
Fordham Renewable Energy Network Demonstrator	609	
Electric Vehicle chargers	194	
Treescape Fund	36	
Cambridge Electric Vehicle Chargepoints	139	
School Ground Source Heat Pump Projects	926	
Ely Crossing	12	
Guided Busway	-11	
Fendon Road Roundabout	189	
Ring Fort path	20	
S106 Cherry Hinton Road	98	
King's Dyke	3,168	
Emergency Active Fund		
Lancaster Way	287	
Scheme Development for Highway Initiatives	424	
Wisbech Town Centre Access Study	693	
Spencer Drove, Soham	97	
Wheatsheaf Crossroads	58	
Total carry forward	11,610	
Revised phasing		
Boxworth to A14 Cycle Route	-550	Likely to be part of phase 2 Highways England funding - to be agreed
Hilton to Fenstanton Cycle Route	-500	Likely to be part of phase 2 Highways England funding - to be agreed
Buckden to Hinchingsbrooke Cycle Route	-780	Likely to be part of phase 2 Highways England funding - to be agreed
Dry Drayton to NMU	-201	Likely to be part of phase 2 Highways England funding - to be agreed
Bar Hill to Longstanton	-763	Start date delayed until developer has completed their work.
Decarbonisation Fund	-5,048	Schemes will be completed over several years.
Oil Dependency Fund	-435	
Climate Action Fund	-230	
Guided Busway	-3,868	Spend unlikely to happen until Busway litigation is resolved.
King's Dyke	-600	Expected residual costs in 2023/24
March Future High St Fund	-1,286	
St Neots Future High St Fund	-619	
Connecting Cambridgeshire	-2,284	

Total rephasing	-17,164	
New funding		
Air Quality Monitoring	2	Additional ITB funding
Northstowe Busway	240	S106 developer contribution
Local Highway Improvements	13	Additional ITB funding
Safety Schemes	6	Additional ITB funding
Strategy and Scheme Development work	4	Additional ITB funding
Waterbeach Waste Treatment Facilities	847	Increased borrowing to cover expected costs in 22/23
Wisbech Town Centre Access Study	-4,481	Change to project so now excludes delivery of schemes
March Area Transport Study	2,367	Scheme funded by CPCA
Connecting Cambridgeshire	-4,413	Update to overall funding
Total new funding	-5,415	

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 01.02.2022

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	Civils - Zebra crossing	RED	Road now adopted. Further re-design work complete at the request of the local member before being re-submitted for pricing and subsequent delivery. Formal consultation to commence early June.

Carried Forward from 2020/21

Total LHI Schemes 24
Total Completed 24
Total Outstanding 0

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 Beckett	Queen Edith	Cavendish Avenue	Raised Features - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	GREEN	Work Complete

Current Schemes Forward for 2021/22

Total LHI Schemes 20
Total Completed 17
Total Outstanding 3

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	Work Complete
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.	RED	Majority of work completed on site, few areas remaining due to parked cars.
Richard Howitt	Petersfield	Union road	Signs / Lines - Replace existing DYL waiting restriction with "School Keep Clear" marking with associated amendment to existing traffic	GREEN	Work Complete

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
			order to run the length of school accesses. Refresh existing DYL markings on approaches, add 20 roundels and SLOW markings.		
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	Work commenced, awaiting electrical connections.
Elisa Meschini	Kings Hedges	Cameron Road	Raised features - Installation of cushions to help reduce vehicle speeds in the vicinity of the Ship Pub.	GREEN	Work complete
Alex Beckett	Queen Edith's	Hills Road	Parking Restrictions - Double yellow lines for length of Hills Road access road - from 321 - 355	GREEN	Work complete
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	Waiting on lanterns being installed.
Catherine Rae	Castle	Huntingdon Road	Signs / MVAS - Warning signs in advance of zebra crossing and MVAS unit.	GREEN	Work Complete
Neil Shailer	Romsey	Coldhams Ln	MVAS unit.	GREEN	Work Complete
Gerri Bird	Chesterton	Fallowfield / May Way / Orchard Avenue	Street lights - Various locations around Chesterton ward to improve lighting in existing dark spots.	GREEN	Work commenced, awaiting electrical connections.
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	Work Complete
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	Work Complete
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	Work complete
Bryony Goodliffe	Romsey	Birdwood Rd	Raised Features - Speed cushions	GREEN	Work complete
Alex Bulat	Abbey	Riverside Bridge	Civils - Relocation of existing bollards and signs/lines to make it a clearer route for cyclists and pedestrians.	GREEN	Work Complete
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	RED	Consulting with GCP, City Council, Policy and Regulation and Parking services regarding proposal and enforcement. Awaiting responses to queries before proceeding with informal consultation.
Gerri Bird	Chesterton	Chestnut Grove	Parking restrictions - DYL waiting restriction at junction	GREEN	Work complete
Neil Shailer	Romsey	Coldhams Ln 256 - 258	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	RED	Submitted to contractor for pricing 18/02. Waiting on costs. Chased.
Bryony Goodliffe	Cherry Hinton	Fishers Lane	Parking restrictions - Double Yellow Lines.	GREEN	Work complete
Elisa Meschini	Kings Hedges	Nuffield Road	MVAS / Signs / Lines - 20mph repeater and road markings as needed	GREEN	Work Complete

Local Member	Ward	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes for 2022/23					
Total LHI Schemes			13		
Total Completed			0		
Total Outstanding			13		
N Shailer (Romsey)	Romsey	Coldhams Lane	Signs / Lines - Installation of cold applied surfacing in cycle lanes to further highlight these to drivers	GREEN	Design shared with member and approved. Next stage target cost submission.
N Shailer (Romsey)	Romsey	Mill Road	Civils - Various junction improvements to highlight and protect cyclists.	GREEN	Design work underway
C Rae (Castle)	Castle	Benson / Canterbury and North Street	Civils / Parking restrictions - double yellow lining, new textured road markings, GW feature and build out with planter.	GREEN	No work commenced as yet.
B Goodliffe (Cherry Hinton)	Cherry Hinton	Birdwood Rd	Raised Features - Installation of recycled rubber speed cushions between Ward Road and Perne Road, where practicable. 5 sets of speed cushions to keep with a spacing of between 70 - 120m between sets.	GREEN	Applicant contacted for site meeting.
G Bird (Chesterton)	Chesterton	Fen Road	Civils & Raised features - cushions to be installed alongside 2no new priority build outs.	GREEN	No work commenced as yet.
B Goodliffe (Cherry Hinton)	Cherry Hinton	Hayster Road	Parking restrictions - DYL's at various junctions	GREEN	No work commenced as yet.
A Bulat (Abbey)	Abbey	Meadowlands Corner	Parking restrictions - DYL's at junction.	GREEN	No work commenced as yet.
B Goodliffe (Cherry Hinton)	Cherry Hinton	Church End	Raised Feature - Install a new raised table on Church End at the existing crossing point between the Church and Teversham Drift. Raise existing dropped kerbs on western side north and move crossing point to make parallel. Install 4x gullies (with cycle friendly grates), 2x each side of the carriageway and at each end of the ramps. The raised table will be 4m in length to allow for safer crossing for pedestrians, with tactile pavers laid either side.	GREEN	Applicant contacted for site meeting.
B Goodliffe (Cherry Hinton)	Cherry Hinton	Coldhams Lane / Rosemary Lane / Church End / High Street / Teversham Drift	Raised Feature - Installation of speed cushions at various locations approx. 75m apart.	GREEN	Applicant contacted for site meeting.

Local Member	Ward	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
N Gay (Market)	Market	Parkside	Signs / Lines - Section DYL's (removes residents parking bay) and school warning signs / roadmarkings	GREEN	No work commenced as yet.
A Bulat (Abbey)	Abbey	Ditton Fields / Stansfield Road / Gerard Road / Thorleys Road / Keynes Road	Street lighting - 5 no lights	GREEN	No work commenced as yet.
G Bird (Chesterton)	Chesterton	Kimberley Road / De Freville Estate / Chatsworth Avenue / Hazelwood / Moleswood	Street lighting - 3 no lights	GREEN	No work commenced as yet.
H Cox Condron (Arbury)	Arbury	Harvey Goodwin Drive	Street lighting - 3 no lights	GREEN	Applicant contacted for discussion about lighting locations.

Huntingdonshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21
 Total Completed 20
 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 Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Project's proposal got altered. Weight limit to be implemented. No objections to TRO. Target cost request sent on 22/04/22.
Cllr Gardener	Winwick	B660	30mph speed limit	GREEN	Work Complete

Carried Forward from 2020/21

Total LHI Schemes 25
 Total Completed 22
 Total Outstanding 3

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 Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	GREEN	Work Complete
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	Revised plans with parish for approval on 25th May
Cllr West	Great Paxton	High Street	Priority narrowing's	GREEN	Works complete
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	GREEN	Works complete
Cllr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	GREEN	Work Complete
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Works commenced on 15th December
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Target cost request sent to Milestone.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	RED	Due to budget constraints Town Council requested the scheme be de-scoped. Scheme being re-designed, informal crossing is being considered.

Current Schemes Forward for 2021/22

Total LHI Schemes 29
Total Completed 10
Total Outstanding 19

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	Work Complete
Simon Bywater	Glatton	B660 (Infield Road) Sawtry Road	Install 1 no. MVAS unit to assist in encouraging greater compliance with the speed limit.	GREEN	Work Complete
Douglas Dew	MD Community Roadwatch	Sawtry Way (B1090) Mere Way	Reduce speeds (implement changes to the current speed limit) as per feasibility study.	RED	Draft delegated decision report sent. Awaiting decision.
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	Work Complete
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	Work Complete
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.	RED	In detailed design. Liaison with HDC with regard to bus shelter relocation. No response/ approval received to date. RSA will be required once the detailed design has been completed.
Ian Gardener	Kimbolton and Stonely	B645 / Tillbrook Road	Supply 2 no. MVAS units and install mounting posts to reduce speed on B645 through the village. The above to be implemented on the proviso that PC's contribution is min. 20% of the total cost (not 10%).	GREEN	Work Complete
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.	RED	In pre-lim design. RED as Road Safety Audit still required. Likely to be difficult to deliver on site before year end.
Simon Bywater	Stilton PC	North street, Stilton (North end) B1043 Junction	Install 40mph buffer zone as per feasibility study.	RED	Detailed design completed. Sent for PC approval. Still not received. Likely to run into 22/23 FY due to remaining time available to year end.
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	Work complete
Douglas Dew	Houghton and Wyton	Mill St	Install additional information signs. Level and harden verge used for parking with planings.	RED	Detailed design sent to Parish Council for approval w/c 28th March.
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.	RED	Awaiting outcome of safety audit.
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	Works complete except two further MVAS posts to be installed.
Simon Bywater	Sawtry PC	The Old Great North Road, Sawtry (Opp Straight Drove)	Install "Pedestrian Crossing" warning signs, SLOW markings and cut back vegetation.	RED	Detailed design sent to Parish Council for approval w/c 28th March. Response received, further clarification requested.
Simon Bywater	Sibson-cum-Stibbington PC	Old Great North Road, Stibbington	Introduce parking restrictions in a form of double yellow lines.	RED	Amended design awaiting Parish Council's approval. Informal consultation to finish on 11th May 22.

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
Stephen Ferguson	Abbotsley	B1046, Abbotsley	Install 1 no. MVAS unit and mounting posts to reduce speed on B1046 through the village.	GREEN	TC requested in late December
Ian Gardener	Bythorn & Keyston	Thrapston Road	Install MVAS and gateways on Thrapston Road to calm traffic and reduce speeds through Bythorn Village.	RED	Plans to be amended further to PC's comments. TC to follow. Likely to run into 22/23 FY due to remaining time available to year end.
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.	RED	Detailed design sent for TC's approval. TRO to follow once the plans have been approved. Likely to run into 22/23 FY due to remaining time available to year end.
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	Work complete
Ian Gardener	Perry	Chichester Way, Perry	Amend the TRO to change the current waiting time to a max 30min.	RED	In detailed design. TRO to follow. Likely to run in 22/23 FY due to remaining time available to year end.
Douglas Dew	Hemingford Grey	Hemingford Grey Centre	Proposed 20mph speed limit along various roads across the village.	RED	In detailed design. Further speed data required to confirm compliance. Likely to run into 22/23 FY due to remaining time available to year end.
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.	RED	Awaiting outcome of delayed formal consultation prior to the works taking place.
Steve Criswell	Bluntisham	Colne Road, Bluntisham	Improve existing pedestrian Zebra crossing at Colne Road by making it more conspicuous.	GREEN	Work complete
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.	RED	WO raised. Awaiting programme date. Formal approval to be given following on from the PC meeting scheduled for 16th May 22.
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. PC's contribution insufficient. Clarification on increased contribution received.	RED	In detailed design. Further meetings with PC took place and agreement on the final design reached.
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 speeds and improve pedestrians' safety.	RED	Works Order raised. Awaiting programme dates.
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.	RED	An application for Watercourse Consent via Flood and Water Team has been sent, awaiting response.
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.	RED	Revised design and costs sent to PC in preparation for further CIL bid. Outcome of this process should be known June/July 2022.
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.	RED	Target cost due back by 30th May 22.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes for 2022/23					

Total LHI Schemes		19			
Total Completed		0			
Total Outstanding		19			
Jonas King	Huntingdon Town Council	Desborough Road	Civils - Reduce road width to 6m by creating a build-out on either side of the road, with tactile paving and bollards to highlight to approaching drivers that there is a crossing point.	GREEN	Design due to be completed end of August.
Ian Gardener	Brington & Molesworth Parish Council	Brington Road	Signs / Lines - Extend the current 30 mph limit on the Northern end of the village from Manor Farm for approximately 250m. In addition create two 400m 40 mph buffer zones. 1. At the Northern entrance into Brington which will see Glebe Farm situated inside the new 40 mph buffer zone. 2. At the Southern entrance into Brington. New posts, road markings, terminal/repeater signs and village gateways at the 2 entrances into Brington.	GREEN	Design due to be completed end of July.
Steve Corney	Warboys Parish Council	A141 Warboys bypass where crossed by public footpath 6	Signs / Lines & Civils - Install advanced warning signs on approach to the crossing point in both directions, with a yellow backing board. Install four reflectorised bollards (two either side of carriageway). Improve the ground conditions by creating a hard standing area on both sides and a footpath on western approach, with handrails either side.	GREEN	No work commenced as yet.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Ian Gardener	Tilbrook Parish Council	B645 each end of Tilbrook village	Signs / Lines - Install two 400m long 40 mph buffer zones on the B645 at both entrances into Tilbrook. These are to include dragons teeth and speed roundels. Also, remove derestricted/speed and camera sign above bend warning sign on eastern entrance.	GREEN	Design due to be completed end of July.
Douglas Dew	Fenstanton & Hemingford Grey	London Road, St Ives	Signs / Lines & Calming - Reduce the existing 40 limit to 30 with supporting physical measures to ensure compliance. Subject to speed survey data install a 40 mph or 50mph speed limit commencing between Galley Hill and Marsh Lane.	GREEN	Design due to be completed end of July.
Ian Gardener	Great Staughton Parish Council	Green Lane (Outside 16)	Signs / Lines - Install LED halos around the belisha beacons.	GREEN	No work commenced as yet.
Ryan Fuller	St Ives Town Council	Houghton Road	Signs / Lines - Implement the 30 mph speed limit if the speed data shows that there would be a reasonable level of compliance with the limit. Officer recommendation would be that the 85th percentile speed is no more than 35 mph for this to be a realistic proposition without the need for physical speed reduction measures to be implemented. Provide speed limit roundels and gates to emphasise the start of the 30 limit.	GREEN	No work commenced as yet.
Ken Billington	Grafham Parish Council	Breach Road / Brampton Road	Signs / Lines & MVAS - Install an advanced direction sign for Brampton village adjacent to the existing SLOW road marking with the aim of highlighting to drivers that there is a junction on the bend. Provide an MVAS unit.	GREEN	Design due to be completed end of July.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Douglas Dew	Houghton & Wyton Parish Council	A1123 to Houghton Mill	Signs / Lines - Implement a 40mph speed limit with soft traffic calming measures in the form of speed limit roundels adjacent to the repeater signs and at the terminal points.	GREEN	No work commenced as yet.
Douglas Dew	Hilton Parish Council	Hilton Road / The Ford (Church End)	Signs / Lines - 30mph speed limit. Officer recommendation would be that the 85th percentile speed is no more than 35mph for a 30 mph speed limit to be implemented without physical measures being provided. The current 85th percentile speeds are generally in the region of 40/41 mph whilst the mean speeds are 33/34	GREEN	No work commenced as yet.
Steve Corney	Abbots Ripton Parish Council	Station Road	Signs / Lines - install solar powered signs "advisory 20 limit when wig-wag flash" on either approach to the school to replace the existing wig wag unit and school warning sign near the shop and the children warning sign on the opposite approach.	GREEN	Design due to be completed end of July.
Ian Gardener	Catworth Parish Council	Church Road / Station Road	Civils - New footway construction	GREEN	Design due to be completed end of August.
Jonas King	Huntingdon Town Council	Butts Grove Way / Coneygear Park	Civils - Installation of a newly footpath linking the existing one adjacent to house number 21.	GREEN	Design due to be completed end of July.
Ian Gardener	Alconbury Weston Parish Council	Vinegar Hill / Buckworth Road / Hammerton Road	Signs / Lines - Creating three 40 mph buffer zones. 1. Vinegar Hill 2. Buckworth Road. 3. Hamerton Road with new posts with terminal / repeater signs on each entrance. Along with Solar powered MVAS unit to be mounted on the decommissioned VAS unit/sign on Vinegar Hill.	GREEN	Design due to be completed end of July.
Ian Gardener	Keyston & Bythorn Parish Council	Village Wide	Signs / Lines - Create 350m 40 mph buffer zone on B663 from the Rauds and a 200m 40 mph buffer zone on Toll Bar Lane. Install three posts for the Parish MVAS unit, so they can use this as well, to inform road users of the speed limit.	GREEN	Design due to be completed end of July.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Stephen Ferguson	Waresley-cum-Tetworth Parish Council	B1040	Signs / Lines - Newly warning signs to Diag 545 along with "SLOW" road marking on both approaches to the bend	GREEN	Design due to be completed end of July.
Steve Corney	Wistow Parish Council	Mill Road / Bridge Street	Signs / Lines - Install a 260m buffer zone on Mill Road and a 275m buffer zone on Bridge Street/Wistow Toll. Provide a Westcotec Mini (SID) Speed indication device.	GREEN	Design due to be completed end of July.
Ian Gardener	Spaldwick Parish Council	High Street / Thrapston Road / Stow Road	Signs / Lines - Install three 40 mph buffer zones. 1) High Street from A14 a vey short buffer of 75m in length. 2) Stow Road 400m in length. 3)Thrapston Road 230m in length. Install new posts terminal/repeater signs on all three entrances.	GREEN	Design due to be completed end of July.
Simon Bywater	Chesterton Parish Council	Oundle Road	Signs / Lines - Install 4x new village gateways (2x on each approach to the village), with Chesterton village name plate. Install dragon's teeth on both approaches with 40mph roundels. Refresh existing lining through the village.	GREEN	Design due to be completed end of July.

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	Submitted for a revised target cost. NOI ended, no objections. Road closure re-submitted so the civil works can be carried out with nearby drainage works.

Carried Forward from 2020/21

Total LHI Schemes 10
 Total Completed 7
 Total Outstanding 3

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 Tierney	Wisbech	South Brink	Traffic Calming	RED	RSA recommended speed survey to be carried out. Costs requested on 16th February.
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	RED	Scheme descoped to intail speed limit change only. Revised costs requested.
Cllr King	Wisbech	North Brink	New one way	RED	Town Council agreed on design option B . Detailed design to be finalised.

Current Schemes for 2021/22

Total LHI Schemes 10
 Total Completed 3
 Total Outstanding 7

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 Tierney	Wisbech	Tinkers Drove	Install speed cushions throught the length	GREEN	Work Complete.
Cllr Count/Cllr French	March	Creek Road / Estover Road	Footway widening / signing & lining	RED	Works order raised, waiting on delivery date.
Cllr Hoy	Wisbech	New Drove / Leach Close	DYLs at junction	GREEN	Work Complete.
Cllr Connor / Cllr Boden	Whittlesey	Various (20mph)	20mph & associated traffic calming	RED	Formal consutation requested, to run from 11th May until 1st June 22.
Cllr Connor / Cllr Boden	Whittlesey	Various (DYLs)	DYLs at junctions	RED	Formal consutation requested, to run from 11th May until 1st June 22.
Cllr Connor	Doddington	High Street	Adjust kerbing & resurface footway	RED	Detailed design completed. To be sent to Parish Council for approval and once accepted for target cost.
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Work Complete.

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 Gowing	Wimblington	Fullers Lane / Meadow Way	Extend existing 7.5T weight limit (signing)	RED	Works order raised, awaiting delivery date.
Cllr King	Wisbech St Mary	High Road	30mph extension and traffic calming	RED	Detailed design completed and sent for PC's approval.
Cllr King	Parson Drove	Sealey's Lane	New footway construction	RED	Works order raised, waiting on delivery date.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes for 2022/23					

Total LHI Schemes		10			
		3			
		7			
Cllr Connor	Doddington Parish Council	High St	Civils - Installation of Pelican Crossing.	GREEN	Design and investigation work commenced.
Cllr Boden	Whittlesey Town Council	A605 Highway Causeway	Civils - Install 17no. cast iron bollards with reflector tags.	GREEN	Design work commenced. Design due to be complete Mid-June.
Cllr Count / Cllr French	March Town Council	Creek Road	Raised Features - Install 4 pairs of speed cushions and associated signing.	GREEN	Design due to be complete Mid-July
Cllr Count / Cllr French	March Town Council	Estover Rd	Raised Features - Install 4 pairs of speed cushions and associated signs.	GREEN	Design due to be complete Mid-July
Cllr Hay	Chatteris Town Council	Doddington Road	Signs / Lines - Install gateways at the existing 40mph terminal location which will now be a 30mph terminal. Look at additional lining (centre and edge markings) to make the running lanes narrower.	GREEN	Design work commenced. Design due to be complete Mid-June.
Cllr Count / Cllr French	Elm Parish Council	Main Rd	Civils - Build-out / chicanes	GREEN	No work commenced as yet.
Cllr Boden	Whittlesey Town Council	A605 to Coates	Signs / Lines - King's Delph - reduce speed limit to 30mph.	GREEN	Design work commenced. Design due to be complete Mid-June.
Cllr Gowing	Wimblington	Eastwood Lane	Civils - Install approx. 30m length of Marshall titan kerbs (build up verge to match height) to prevent HGV's from parking/waiting on the verge next to the carriageway. Alongside this, install double yellow lines from the junction with A141 up to entrance to industrial site on both sides of the carriageway.	GREEN	Design work commenced. Design due to be complete Mid-June.
Cllr King	Tydd St Giles	Church Lane	MVAS - Provide 1 x MVAS unit with associated battery and mounting equipment. Also install 2 posts to allow for mounting on Church Lane and Kirkgate.	GREEN	To be procured as part of countywide MVAS package. Applicant to be contacted during June by officer.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
CLlr King	Leverington Parish Council	A1101 / B1169	Signs / Lines - Install new 30mph speed limit starting at No 104 Stutton Road, leaving a 40mph buffer to the north. 30/40 roundels as well as potential dragons teeth to highlight the existing 30mph terminal. On Leverington Road, 30mph zone from the signalised junction to the existing 30mph limit.	GREEN	Design work commenced. Design due to be complete Mid-June.
CLlr King	Newton-in-the-Isle Parish Council	Chapel Lane	Signs / Lines - Advanced "S" bend warning signs and pedestrians in road signs.	GREEN	Design work commenced. Design due to be complete Mid-June.

East Works Programme

Carried Forward from 2020/21

Total LHI Schemes 13
Total Completed 11
Total Outstanding 2

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 Hunt	Wilburton	High Street	Reduce vehicle speeds	GREEN	Works complete
Cllr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	RED	In for pricing.
Cllr Shuter	Westley Waterless	Brinkley Road	Traffic calming	GREEN	Works complete
Cllr Dupre	Witchford	Main Street	Footway widening	RED	Starting on site on 20th June subject to roadspace being available.

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 2
Total Outstanding 8

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 J Schumann	Fordham	Carter Street	Raised table and speed cushions	RED	Scheme being re-designed currently following safety audit. Proposals to be shared with applicant along with the designs for their 22/23 LHI for comments.
Cllr Whelan / Cllr Dupre	Little Downham	B1411	Solar studs	RED	Scheme designed and re-submitted for pricing due to de-scope.
Cllr Dupre	Witchford	Main Street	Pedestrian crossing near school	RED	Waiting on road safety audit.
Cllr Goldsack	Soham	Northfield Road	Warning signs & improvements	RED	Works programmed for 26th May.
Cllr J Schumann	Burwell	Ness Rd / Swaffham Rd / Newmarket Rd	40mph buffer zones	RED	Submitted for pricing.
Cllr D Schumann	Stretham	Newmarket Rd	40mph buffer zone & priority give way	RED	Design complete. Parish approved. Safety Audit responded to. TRO applied for on 28th April 22.
Cllr D Schumann	Haddenham	The Rampart / Duck Ln / High St / Camping Cl	20mph limit with traffic calming	RED	Safety audit complete. Next stage formal consultation on raised features.
Cllr D Schumann	Wilburton	Stretham Rd	30mph speed limit	GREEN	Work complete
Cllr Dupre	Coveney	Jerusalem Drove	Gateway with signing & lining	RED	In for pricing.
Cllr Sharp	Brinkley	Brinkley Rd / Six Mile Bottom / High St	40mph buffer zone	GREEN	Work complete

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes for 2022/23					

Total LHI Schemes		12			
Total Completed		0			
Total Outstanding		12			
ClIr Goldsack	Soham Town Council	Cyprian Rust Way	Signs / Lines - Installation of Double Yellow Lines for 15m from the first straight kerb in all directions.	GREEN	Design due to be completed Mid-August.
ClIr A Sharp	Lode Parish Council	Various	Civils - Install 2 x new dropped kerb crossings at Abbey Lane and Sunnyridge Farm and re-locate 1 x dropped kerb crossing at crossroads.	GREEN	Design due to be completed Mid-August.
ClIr J Schumann	Fordham Parish Council	Mildenhall Road	Raised features - Install 8 No pairs of asphalt speed cushions including signage.	GREEN	Work to be tied in with the parishes 21/22 LHI if possible.
ClIr A Sharp	Burrough Green Parish Council	B1052	Signs / Lines - Install 40mph limit from approximately 200m South of Main Street to approximately 300m North of Main Street (total length of approx. 500m). Also install 40mph limit on Main Street from existing national speed terminal up to junction with Brinkley Road (approx. 200m).	GREEN	Design due to be completed Mid-August.
ClIr Dupre	Sutton Parish Council	The Brook	Civils - Provide central island on The Brook approximately 50m north of junction with High Street. Alongside this, extend existing double yellow lines north from current end point on The Brook.	GREEN	Design due to be completed end of August.
ClIr A Sharp	Cheveley Parish Council	Little Green	Signs / Lines - Provide 40mph buffer zone from existing 30mph terminal, 400m South towards Saxon Street Road.	GREEN	Design due to be completed Mid-August.
ClIr J Schumann	Chippenham Parish Council	Palace Lane	Signs / Lines - Provide 40mph buffer zone (approx. 400m) on Palace Lane and High Street to encourage lower speeds at the 30mph terminal.	GREEN	Design due to be completed Mid-August.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
CLlr A Sharp	Woodditton Parish Council	Woodditton Road	Signs / Lines & Raised features - Provide 40mph buffer zone from existing 30mph terminal to the South (approx. 400m). SLOW markings and edge line over bridge (potential for dragons teeth and roundels at 30mph terminal as well). Provide between 4 and 5 sets of cushions between St John's Avenue and Crockford's Road.	GREEN	Site visit undertaken WC 23/05. Design to follow.
CLlr D Schumann	Haddenham Parish Council	Station Road	Civils - Install a priority feature south of the junction with Lion Court. The carriageway width is 6.45. and the footway width 1.2m (E) and 1.6m (W). Location to be determined	GREEN	Design due to be completed end of August.
CLlr D Schumann	Wilburton Parish Council	Various	MVAS - Provide 2 x MVAS unit with associated battery and mounting equipment. Also install 5 posts to allow for multiple mounting positions on named roads. Potential to get approved lighting columns to mount the MVAS onto.	GREEN	To be procured as part of countywide MVAS package. Applicant to be contacted during June by officer.
CLlr J Schumann	Isleham Parish Council	Hall Barn Road	Civils - Install Give way pinch point near the existing 30mph terminal with 40mph buffer (approximately 400m) on the approach.	GREEN	Design due to be completed end of August.
CLlr D Schumann	Wicken Parish Council	A1123	Signs / Lines - Parking restrictions on both sides of carriageway in the form of double yellow lines between numbers 31 & 47.	GREEN	Design due to be completed Mid-August.

South Cambridgeshire Works Programme

Current Schemes for 2021/22

Total LHI Schemes 17
Total Completed 8
Total Outstanding 9

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.	RED	Design work complete. Parish have approved designs. Next stage formal consultation for raised features.
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	Work complete
Mandy Smith	Caxton	Village Wide	Civil - Gateway features at village entry's and MVAS post.	GREEN	Work complete
Susan Van De Ven	Whaddon	Whaddon Gap - Just past Barracks entrance	Speed Limit / Civils - Installation of new 40mph limit and 2 no central islands.	RED	Parish have approved the design. Have received safety audit back. Issues with ongoing development causing delivery delays. Parish aware.
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	RED	Civil works to start on 16th May. Signs & lines mostly complete.
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.	RED	Following feedback from parish and local residents, redesign sent to parish for approval. Highlighted RED due to remaining work needed to deliver on site by year end, including road safety audit, pricing and if possible work needs to be tied in with developer led footpath. Local member aware. Scheme now in for Road Safety Audit. RSA received - to be discussed with development management.
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	Work complete
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	GREEN	Works order raised. Starting on 6th June.

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
			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).		
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	Work complete
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	Work order raised. Waiting on start date.
Maria King / Brian Milnes	Harston	Station Road	Signs/Lines - Installation of solar powered flashing school signs and associated road markings.	GREEN	Work order raised. Waiting on start date.
Henry Batchelor	Willingham Green	Village Wide	Speed Limit - New 50mph in place of existing 60mph limit and associated signs/lines.	GREEN	Work Complete
Sebastian Kindersley	Wimpole	A603	MVAS unit and mounting posts.	GREEN	Work Complete
Sebastian Kindersley	Steeple Morden	Village Wide	Speed limit - 40mph buffer zones on 3 approaches to the village	GREEN	Work Complete
Sebastian Kindersley	Gamlingay	Mill Hill	Civils - Installation of 1.80m wide footpath between existing and farm shop	GREEN	Work started on site 25/05/2022.
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	Work Complete
Michael Atkins	Hardwick	St Neots Road	Civils / Speed limit - Village entry treatment at existing 40 limit into village - including central island, section of shared use path widening & 50mph speed limit from A1303 RAB.	RED	To be tied in with third party works at the request of the PC. Design complete. However scheme on hold at request of parish council due to proposals from GCP regarding the Camborne to Cambridge Guided Bus and Active Travel Tranche 2 proposals. Proceeding with 50mph limit only for now - currently out for formal advert.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes for 2022/23					
Total LHI Schemes		14			
Total Completed		0			
Total Outstanding		14			
Susan Van De Ven	Bassingbourn Parish Council	Brook Road / North End / High Street / South End	Raised features - Installation of new raised features along Brook Road. Costs provide for the installation of 3 pairs. First pair would be located near No 9 Brook Road, with the remaining pairs along the road to near the 30mph limit. Costs include for new warning signs also.	GREEN	No work commenced as yet.
Claire Daunton	Teversham Parish Council	Airport Way	Speed limit - Extend the existing 40mph speed limit to cover the cycle/pedestrian island and then reduce the existing national speed limit to 50mph to the roundabout, matching into the existing 50mph speed limit on Newmarket Road. Install roundels at the entrances, along with dragon's teeth	GREEN	Design work commenced. Design due to be complete Mid-June.
Sebastian Kindersley	Orwell Parish Council	High Street / Town Green Road / Hurdleditch Road	MVAS unit including new posts.	GREEN	To be procured as part of countywide MVAS package. Applicant to be contacted during June by officer.
Claire Daunton	Great Wilbraham Parish Council	Mill Road / Station Road / The Lanes	Speed limit / civils - Installation of gateway features, signs / lines and 40 buffer zones and MVAS	GREEN	Design work commenced. Design due to be complete Mid-June.
Henry Batchelor	Little Abington Parish Council	Newmarket Road	Parking restrictions - Install double yellow lines northwest side for a distance of 150-200m and install double yellow lines southeast side from roundabout to garage exit and then from exit in a southerly direction for 150-200m.	GREEN	Design work commenced. Design due to be complete Mid-June.
Mandy Smith	Swavesey Parish Council	Fen Drayton Road	Signs / Lines - 30mph extension and 40mph buffer zone.	GREEN	Design work commenced. Design due to be complete Mid-June.
Maria King / Brian Milnes	Harston Parish Council	Station Road	Signs/Lines - Installation of solar powered flashing school signs and double yellow lines.	GREEN	No work commenced as yet.

Local Member	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/23 completion date)	Project Update and any Issues or Variance Explanation
Neil Gough	Willingham Parish Council	B1050 North / South	Signs / Lines - At 30mph terminals - New 30 / 40 mph Speed Roundels and dragons teeth. Nr 167 - Raised white thermoplastic central island and hatching either side. Nr 131 - Raised white thermoplastic central island and hatching either side. Nr 65 - Raised white thermoplastic central island and hatching either side.	GREEN	Design work commenced. Design due to be complete Mid-June.
Edna Murphy	Dry Drayton Parish Council	Oak Crescent	Civils - Create a layby near bus stop adjacent to footway. Realign HB2 kerbs to edge of existing footway and taper in/out. At eastern extent asphalt 2.5m offset from edge line to create similar construction to layby to allow vehicles to park parallel - this avoids tree root issues.	GREEN	No work commenced as yet.
Sebastian Kindersley	Litlington Parish Council	South St / Meeting Lane	Raised features - 2 pairs of speed cushions on approach to right turn within one way system.	GREEN	No work commenced as yet.
Claire Daunton	Fulbourn Parish Council	Shelford Road	Raised Features - Installation of 40mph buffer zone and speed cushions on Shelfords Road.	GREEN	No work commenced as yet.
Peter McDonald	Foxton Parish Council	Fowlmere / Barrington / Shepreth Road	Signs / Lines & MVAS - Installation of gateway features, signs / lines and 40 buffer zones. & 2x MVAS	GREEN	Design work commenced. Design due to be complete Mid-June.
Peter McDonald	Thriplow Parish Council	Middle Street / Fowlmere Road / Church Street / School Lane	MVAS unit	GREEN	To be procured as part of countywide MVAS package. Applicant to be contacted during June by officer.
Michael Atkins	Madingley Parish Council	Madingley Road	Signs / Lines - Warning signs on A1303 and SLOW markings on road. Look to rationalise existing signs and remove what is no longer needed.	GREEN	Design work commenced. Design due to be complete Mid-June.

Trees

Countrywide Summary - Highway Service

Update as at 31.05.2022

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	3	0	2	8	13
Planted 2021/2022	0	0	3	0	0	3

Comparison to previous month:

Feb-22	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	1	0
Total	1	0

Jan-22	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 MAY 0
Total Planted in Current Month MAY 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 MAY 0
 Total Planted in Current Month MAY 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
Fowlmere road	Clive Bradbury	Newton	1	Diseased / Dead	2021-06-07	2021-06-07	1
Linton Road	Clarie Daunton	Little Abinton	1	Obstruction	2021-05-19		
Ickleton	Peter McDonald	Frogge Street	1	Dangerous	2021-08-00		
Bassingbourn	Michael Atkins	Canberra Close	1	Diseased / Dead	2021-10-00		
-	-	Total	60		-	-	102

East Tree Works

Total Removed in Current Month MAY 0

Total Planted in Current Month MAY 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 MAY 0
Total Planted in Current Month MAY 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 MAY 1
 Total Planted in Current Month MAY 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	
Alwalton	Simon Bywater	Mill Lane	2	Diseased / Dead	2021-07-26		
Great Staughton	Ian Gardener	Beachampstead Rd/Moory Croft Cl	1	Diseased / Dead	2021-11-15		
Ramsey		Pathfinder Way Ramsey	1	Diseased / Dead	2021-11-00	2021-11-00	
Hartford		Desborough Rd Hartford	1	Diseased / Dead	2021-11-00	2021-11-00	
Ramsey	Adela Costello	Pathfinder Close	1	Diseased / Dead	2021-10-00		
St Ives	Ryan Fuller, Kevin Reynolds	Barnes Walk just off of Westwood Road	1	Diseased / Dead	2022-02-28		
Alconbury Weston	Ian Gardener	Gypsy Corner, Buckworth Road	2	Diseased / Dead	2021-12-02	2021-12-02	
-	-	Total	62	-	-	-	31

Summary of Place & Economy Establishment (P&E) – Data compiled 30th April 2022

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:

- We can report that the percentage of “true vacancies” in P&E as of 30th April 2022 was 24.4% of the overall establishment of posts. This is up from the previous month which should at 23.1%. Work is ongoing with the Heads of Service to review their establishments and to delete any posts which are not actively being recruited to.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		296.4	95.7	392.1	24.4%
Planning, Growth and Environment	Asst Dir - Planning, Growth and Environment	1.0	1.0	2.0	50.0%
	Flood Risk & Biodiversity	14.6	4.7	19.3	24.4%
	Historic Environment	10.2	0.6	10.8	5.6%
	County Planning Minerals & Waste	10.3	8.0	18.3	43.7%
	Growth and Development	11.8	4.0	15.8	25.3%
	Waste Disposal including PFI	7.7	4.0	11.7	34.1%
Planning, Growth and Environment		55.6	22.3	77.9	28.6%
Climate Change and Energy Service	Energy Projects Director	6.7	1.0	7.7	13.0%
	Energy Programme Management	2.9	0.0	2.9	0.0%
Climate Change and Energy Service Total		9.6	0.0	10.6	9.4%
H&T, Highways Maintenance	Asst Dir - Highways	3.0	1.0	4.0	25.0%
	Highways Other	9.0	3.0	12.0	25.0%
	Highways Maintenance	34.8	9.0	43.8	20.6%
	Asset Management	11.0	5.0	16.0	31.3%
H&T, Highways Project Delivery	Asst Dir - Project Delivery	0.0	0.0	0.0	0.0%
	Project Delivery	22.6	23.0	45.6	50.4%
H&T, Transport, Strategy and Development	Asst Dir - Transport, Strategy and Development	2.0	0.0	2.0	0.0%
	Highways Development Management	18.6	1.0	19.6	5.1%
	Park & Ride	15.0	0.0	15.0	0.0%
	Parking Enforcement	15.8	2.4	18.2	13.3%
	Road Safety	29.4	9.7	39.1	24.8%
	Traffic Management	40.2	8.3	48.5	17.1%
	Transport & Infrastructure Policy & Funding	12.3	3.0	15.3	19.6%
Highways	Street Lighting	6.0	4.0	10.0	40.0%
Highways and Transport Total		219.7	69.4	289.1	24.0%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.5	3.0	14.5	26.1%
Exec Dir Total		11.5	3.0	14.5	20.7%

Finance Monitoring Report – Outturn 2021/22

To: Highways and Transport Committee

Meeting Date: 12th July 2022

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 outturn 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
Tel: 01223 699 714

Member contacts:

Names:
Post: Chair of the Highways and Transport Committee
Email:
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 revenue position at year-end was a £867K underspend which was an additional £130K underspend compared to that forecast in February.
- 2.2 Capital: across the Council there have been a range of factors causing capital rephasing this year, including delays due to the complexity of decision-making involving multiple external stakeholders, lack of capacity in project team resources, issues with sourcing, supply and lead times of obtaining materials, delays in tendering processes, delayed starts on site, restrictions on sites due to Covid and delays in condition surveys due to Covid. P&E as a whole had an in-year underspend of 19.7%.
- 2.3 The main capital variances within H&T Committee are as follows:
- **Delivering the Transport Strategy Aims – Highway Schemes** : this is due to the funding allocation and programme not being agreed until September 2021, together with the required involvement of the various district councils and the complexity of the projects
 - **Bridge Strengthening**: Reactive capital works bridge repairs needed an extra £475k for minor repairs, so funding was moved from the St Ives Flood Arches/ Town Bridge and North of Girton Bridge, both which were delayed. There were delays to other projects due to flooding, issues with road space booking and sourcing of materials.
 - **£90m Highways Maintenance Schemes**: this is due to delays in the following schemes:- Littleport, Mildenhall Road; Drove/Murrow Bank; Haddenham, Hill Row Causeway Carriageway; and Cromwell Road, Wisbech.
 - **Kings Dyke**; there were several cost savings (such as Network Rail possession costs) and the monthly risk budget has been reprofiled to better reflect when the risk items could occur in the programme, many of which have been moved into the next financial year. The construction work undertaken to date by the Contractor has also come in below forecast, due to resequencing of the work.

Further detail is available within the Finance Monitoring Report – Outturn.

- 2.4 All the in-year capital underspends are being reviewed, rolled forward and re-profiled in the (new financial year) May Finance Monitoring Report.

4. Alignment with corporate priorities

4.1 Communities at the heart of everything we do

There are no significant implications for this priority.

4.2 A good quality of life for everyone

There are no significant implications for this priority.

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.

4.5 Protecting and caring for those who need us

There are no significant implications for this priority.

Place & Economy Services

Finance Monitoring Report – Final 2021-22

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	Variance (March) £000	Variance (March) %
-2,660	Executive Director	4,928	2,384	-2,544	-52
+1,699	Highways & Transport	25,798	27,348	+1,550	+6
+223	Planning, Growth & Environment	41,927	42,118	+191	0
0	Climate Change and Energy	150	96	-54	-36
0	External Grants	-6,754	-6,764	-9	0
-737	Total	66,048	65,181	-867	-1

The service level budgetary control report for the end of the Financial year 2021-22 can be found in [appendix 1](#).

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

2.1.2 Covid Pressures

Budgeted Pressure £000	Pressure	Actual Pressure £000
638	Waste additional costs / loss of income	50
1,500	Parking Operations loss of income	661
300	Park & Ride loss of Income	0
603	Traffic Management loss of income	177
310	Planning Fee loss of Income including archaeological income	114
400	Guided Busway – operator income	156
3,751	Total Expenditure	1,158

2.2 Significant Issues

Covid-19

As detailed in the table 2.1.2, there have been 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. These pressures have been regularly monitored throughout the year.

The funding to reflect the additional costs (for waste) has been allocated to the respective budget but the funding to reflect the loss of income has been held on the Executive Director line with the actual shortfall shown on the respective policy lines. The budget to offset the loss of income arising from the financial impact of covid is £3.1m, and £1.1m was actually required and £0.18m has been used to offset the waste pressure, plus £0.4m has been used to offset the short term central costs arising from the Directorate restructuring and the interim staffing costs. It was previously assumed that any of the covid funding not required would be vired back to the corporate centre but instead it has been retained within P&E to partly offset the Guided Busway litigation costs at the bottom line.

Guided Busway Litigation

The Project Delivery overspend relates to the busway litigation costs. Overall the costs of litigation are in line with expectations but because the profile of spend is lumpy the forecast total which was not actually fully spent has been transferred to the earmarked reserve for this purpose. This pressure has been offset within the P&E bottom line by using the funding allocated for covid which was not required.

Waste Private Finance Initiative (PFI) Contract

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this was not required for the purpose given and instead it was agreed the service would allocate £850K into a reserve to address the pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities.

As part of the annual post-year reconciliation of volumes and payments it was identified that some of the street-sweeping waste and trade waste which had passed through the waste transfer stations the previous financial year and also in the current financial year had incorrectly been attributed to the Council and an adjustment was required of £460K (for

20/21) and £240K (for 2021/22). It was agreed these two amounts would also be transferred to the waste reserves to contribute towards the revenue costs of the IED in 2022/23.

In February a storm caused damage to the waste plant and put it out of action for a period, during which the contractor was responsible for all the landfill costs, which created a saving to the Council of £650K. Again, because of the IED pressures, this one-off £650K saving has been transferred to the waste reserves, to be approved by Strategy & resources Committee on 27th June 2022.

The underlying position, excluding the transfers to reserves using the one-off funding, was a £206K overspend (on the £39.8m budget). This is the net effect of recycling credits being slightly higher than planned and waste volumes being slightly lower than planned.

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

A number of schemes this financial year underspent compared to the allocated budget, further details of these schemes are documented in appendices 6 and 7 of this report. It is now expected these schemes will be completed in 2022/23 and the required funding will need to be rolled forward.

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 February 2022 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
Executive Director					
454	Executive Director	1,814	2,384	570	31%
-3,114	Lost Sales, Fees & Charges Compensation	3,114	0	-3,114	-100%
-2,660	Executive Director Total	4,928	2,384	-2,544	-52%
Highways & Transport					
Highways Maintenance					
0	Asst Dir - Highways Maintenance	167	183	16	9%
172	Highway Maintenance	10,087	10,087	0	0%
-51	Highways Asset Management	448	353	-95	-21%
-628	Winter Maintenance	2,761	2,228	-534	-19%
-74	Highways - Other	-610	-776	-166	-27%
Project Delivery					
0	Asst Dir - Project Delivery	200	200	-0	0%
1,945	Project Delivery	1,513	3,553	2,040	135%
-349	Street Lighting	10,603	10,287	-315	-3%
Transport, Strategy & Development					
1	Asst Director - Transport, Strategy & Development	208	208	0	0%
39	Traffic Management	-159	-255	-96	-60%
60	Road Safety	547	619	72	13%
291	Transport Strategy and Policy	30	396	366	1236%
-709	Highways Development Management	0	-684	-684	0%
307	Park & Ride	3	287	284	0%
694	Parking Enforcement	0	661	661	0%
1,699	Highways & Transport Total	25,798	27,348	1,550	6%
Planning, Growth & Environment					
0	Asst Dir - Planning, Growth & Environment	92	92	0	0%
51	County Planning, Minerals & Waste	330	278	-51	-16%
76	Historic Environment	61	186	125	206%
10	Flood Risk Management	1,121	1,121	0	0%
-98	Growth & Development	562	473	-89	-16%
184	Waste Management	39,761	39,967	206	0%
223	Planning, Growth & Environment Total	41,927	42,118	191	0%
Climate Change & Energy Service					
0	Energy Projects Director	33	-17	-50	-151%
0	Energy Programme Manager	117	113	-5	-4%
0	Climate Change & Energy Service Total	150	96	-54	-36%
-737	Total	72,803	71,945	-858	-1%

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.

Executive Director

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
1,814	2,384	570	31%

The overspend is due to the short term central costs arising from the Directorate restructuring and the interim staffing costs. Included in the above figure are residual costs for Passenger Transport Services from 2020/21. The pressure has been covered by the funding set aside for Covid pressures, which were less than originally projected.

Lost Sales, Fees & Charges Compensation

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
3,114	0	-3,114	-100

Budget was set aside to cover expected shortfalls in income due to COVID. The budget was built on assumptions on the level of income. The level of income was greater than the initial assumptions and the surplus was used to cover the costs of the Busway litigation and costs relating to the Directorate restructure.

Winter Maintenance

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
2,761	2,228	-534	-19

Winter Maintenance underspend due to a slightly milder winter this year. 34 full and 13 part runs as opposed to the 45 full runs budgeted for.

Project Delivery

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
1,513	3,553	+2,040	+135

The Project Delivery overspend relates to the busway litigation costs. Overall the costs of litigation are in line with expectations but because the profile of spend is lumpy the forecast total which was not actually fully spent has been transferred to the earmarked reserve for this purpose. This pressure has been offset within the P&E bottom line by using the funding allocated for covid which was not required.

Traffic Management

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
-159	-255	-96	-60

Income from permitting continued to be lower than the budget set due to COVID. However other utility charges were higher than budgeted, meaning that Traffic Management overall was underspent.

Street Lighting

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
10,603	10,287	-315	-3

This budget underspent due to savings from the PFI contract and vacancy savings in the Commissioning team. Energy inflation costs increased but were less than expected, resulting in a further underspend.

Transport Strategy and Policy

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
30	396	366	1236

The Strategy & Scheme development capital budget was insufficient this year. There was not the work forthcoming from the Combined Authority due to the change of Mayor revisiting their priorities and about what work they wanted CCC to do to assist the delivery of their programme.

There were also a number of areas of CCC work which the team had to deliver for which there was insufficient funding, this included the A428 Black Cat to Caxton Gibbet Examination which had to be delivered as it is part of CCC's statutory duty.

Use of revenue funding was used to cover this pressure.

Highways Development Management

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
0	-684	-684	0

Section 106 and section 38 fees came in higher than budgeted for new developments which will led to an overachievement of income.

Parking Enforcement

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
0	+661	+661	0

Income continued to be lower than the budget set due to COVID. Budget to cover the shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Park & Ride

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
3	+287	+284	0

Income continued to be lower than the budget set due to COVID. Budget to cover the shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

The overspend also included the £135k cost of erecting emergency safety fencing along part of the Busway route.

Historic Environment

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
61	+186	+125	+206

Income continued to be lower than the budget set due to COVID. Budget to cover the shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Waste Management

Current Budget for 2021/22 £'000	Actual £'000	Variance £'000	Variance %
39,761	39,967	+206	0

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this was not required for the purpose given and instead it was agreed the service would allocate £850K into a reserve to address the pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities.

As part of the annual post-year reconciliation of volumes and payments it was identified that some of the street-sweeping waste and trade waste which had passed through the waste transfer stations the previous financial year and also in the current financial year had incorrectly been attributed to the Council and an adjustment was required of £460K (for 20/21) and £240K (for 2021/22). It was agreed these two amounts would also be transferred to the waste reserves to contribute towards the revenue costs of the IED in 2022/23.

In February a storm caused damage to the waste plant and put it out of action for a period, during which the contractor was responsible for all the landfill costs, which created a saving to the Council of £650K. Again, because of the IED pressures, this one-off £650K saving has been transferred to the waste reserves.

The underlying position, excluding the transfers to reserves using the one-off funding, was a £206K overspend (on the £39.8m budget). This is the net effect of recycling credits being slightly higher than planned and waste volumes being slightly lower than planned.

Appendix 3 – Grant Income Analysis

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

Grant	Awarding Body	Actual Amount £'000
Grants as per Business Plan	Various	6,712
Adjustment to Waste PFI grant		+52
Non-material grants (+/- £30k)	N/A	0
Total Grants 2021/22		6,764

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	64,313	
Centralisation of postage budgets	-40	
Allocation of Insurance budgets	1,798	
Non-material virements (+/- £30k)	-23	
Current Budget 2021/22	66,048	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2021 £'000	Movement within Year £'000	Balance at 31st March 2022 £'000	Notes
Other Earmarked Funds				
Deflectograph Consortium	31	0	31	Partnership accounts, not solely CCC
Highways Searches	175	164	339	
On Street Parking	1,876	690	2,566	
Highways Maintenance	0	1,490	1,490	Funding agreed by S&R
Streetworks Permit scheme	44	0	44	
Highways Commuted Sums	1,376	(2)	1,373	
Streetlighting - LED replacement	48	(32)	16	
Flood Risk funding	20	0	20	
Real Time Passenger Information (RTPI)	216	0	216	
Waste - Recycle for Cambridge & Peterborough (RECAP)	61	(39)	23	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	197	66	263	
Steer- Travel Plan+	66	19	85	
Greenspaces	0	85	85	
Waste reserve	984	2,200	3,184	
Other earmarked reserves under £30k	89	(69)	20	
Sub total	5,184	4,572	9,756	
Capital Reserves				
Government Grants - Local Transport Plan	0	(0)	0	Account used for all of P&E
Other Government Grants	3,905	(7,643)	(3,738)	
Other Capital Funding	3,410	(1,606)	1,804	
Sub total	7,315	(9,249)	(1,934)	
TOTAL	12,499	(4,677)	7,822	

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 (Yearend) £'000	Actual Variance (Yearend) £'000
		Integrated Transport			
0	200	Major Scheme Development & Delivery	0	0	0
318	0	- S106 Northstowe Bus Only Link	318	48	-270
208	0	- Stuntney Cycleway	177	118	-59
1,085	882	Local Infrastructure Improvements	1,179	881	-298
101	0	- Minor improvements for accessibility and Rights of Way	97	76	-21
		Safety Schemes			
1,000	500	- A1303 Swaffham Heath Road Crossroads	980	38	-942
344	94	- Safety schemes under £500K	344	360	16
907	345	Strategy and Scheme Development work	908	1,043	135
		Delivering the Transport Strategy Aims			
2,808	901	- Highway schemes	2,846	266	-2,580
		- Cycling schemes			
0	550	- Boxworth to A14 Cycle Route	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	0	0
0	272	- Dry Drayton to NMU	0	11	11
400	285	- Hardwick Path Widening	305	286	-19
982	760	- Bar Hill to Longstanton	30	46	16
1,000	800	- Girton to Oakington	704	465	-239
16	0	- Arbury Road	12	0	-12
1,562	0	- Papworth to Cambourne	1,335	1,309	-26
0	0	- Wood Green to Godmanchester	0	1	1
150	132	- Busway to Science Park	148	1	-147
200	0	- Fenstanton to Busway	14	30	16
60	0	- NMU Cycling scheme - Washpit Road	57	63	6
0	0	- NMU Cycling scheme - Girton Upgrades	0	0	0
348	0	- NMU Cycling scheme - Longstanton Bridleway	316	324	8
355	445	- Other Cycling schemes	475	45	-430
23	23	Air Quality Monitoring	23	23	0
25,000	1,000	A14	1,080	1,080	0
		Operating the Network			
		Carriageway & Footway Maintenance incl Cycle Paths			
1,115	400	- Countywide Safety Fencing renewals	1,115	145	-970
1,249	1,142	- Countywide Retread programme	1,249	1,186	-63
481	481	- Countywide F'Way Slurry Seal programme	481	460	-21
989	989	- Countywide Surface Dressing programme	989	893	-96
956	690	- Countywide Prep patching for Surface Dressing prog	956	743	-213
709	357	- Whittlesey, Ramsey Road Nr Pondersbridge Cway	709	719	10
4,182	4,182	- Additional Surface Treatments	4,182	4,182	0
3,839	2,431	- Carriageway & Footway Maintenance schemes under £500k	3,850	3,126	-724
140	140	Rights of Way	140	169	29

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000
		Bridge Strengthening			
900	568	- St Ives Flood Arches	900	130	-770
2,226	1,996	- Other	2,226	1,964	-262
1,407	850	Traffic Signal Replacement	1,407	1,180	-227
200	200	Smarter Travel Management - Int Highways Man Centre	200	207	7
165	165	Smarter Travel Management - Real Time Bus Information	165	115	-50
		Highways & Transport			
		Highways Maintenance			
		£90m Highways Maintenance schemes			
839	0	- B1050 Willingham, Shelford Rd Prov.	0	-2	-2
500	0	- B660 Holme, Long Drove C/way resurface/strengthen	638	799	161
900	0	- B1382 Prickwillow Pudney Hill Road Carriageway	900	827	-73
550	0	- B198 Wisbech, Cromwell Road Carriageway	625	17	-608
80,627	2,723	- Other	4,403	2,219	-2,184
		Pothole grant funding	0	0	0
3,074	0	- Additional Surface Treatments	3,074	3,099	25
3,770	0	- Other	3,767	3,709	-58
4,000	4,000	Footways	4,000	3,394	-606
0	0	Safer Roads Fund	10	10	0
		Project Delivery			
49,000	18	- Ely Crossing	58	46	-12
149,791	4,179	- Guided Busway	100	111	11
0	0	- Cambridge Cycling Infrastructure	0	0	0
1,975	0	- Fendon Road Roundabout	275	86	-189
350	0	- Ring Fort Path	308	20	-288
330	0	- Cherry Hinton Road	330	147	-183
1,200	0	- St Neots Northern Footway and Cycle Bridge	0	5	5
6,950	2,063	- Chesterton - Abbey Bridge	0	0	0
33,500	10,900	- King's Dyke	12,700	9,532	-3,168
1,098	0	- Emergency Active Fund	785	466	-319
2,589	0	- Lancaster Way	792	505	-287
150	0	- A14	0	184	184
3,971	4,877	- Wisbech Town Centre Access Study	1,883	1,190	-693
158	0	- Spencer Drove, Soham	158	61	-97
6,023	0	- March Future High St Fund	336	142	-194
8,522	0	- St Neots Future High St Fund	349	106	-243
1,681	0	- March Area Transport Study - Main schemes	130	0	-130
		Transport Strategy and Network Development			
1,000	0	- Scheme Development for Highways Initiatives	437	13	-424
2,083	0	- Combined Authority Schemes	2,083	1,042	-1,041
280	0	- A505	143	4	-139
6,795	0	- Wheatsheaf Crossroads	200	17	-183
		Planning, Growth & Environment			
6,634	3,188	- Waste Infrastructure	294	226	-68
12,000	0	- Waterbeach Waste Treatment Facilities	4,500	0	-4,500
680	0	- Northstowe Heritage Centre	519	476	-43
		Climate Change & Energy Services			

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000
1,000	0	- Energy Efficiency Fund	306	208	-98
8,998	8,835	- Swaffham Prior Community Heat Scheme	8,998	3,349	-5,649
928	0	- Alconbury Civic Hub Solar Car Ports	583	631	48
4,814	3,134	- St Ives Smart Energy Grid Demonstrator scheme	967	609	-358
6,849	2,161	- Babraham Smart Energy Grid	1,409	718	-691
6,970	-	- Trumpington Smart Energy Grid	0	0	0
8,266	127	- Stanground Closed Landfill Energy Project	236	0	-236
2,526	-	- Woodston Closed Landfill Energy Project	0	-8	-8
24,444	22,781	- North Angle Solar Farm, Soham	21,150	17,554	-3,596
635	550	- Fordham Renewable Energy Network Demonstrator	635	26	-609
15,000	862	- Decarbonisation Fund	4,074	4,005	-69
200	200	- Electric Vehicle chargers	200	6	-194
500	500	- Oil Dependency Fund	500	0	-500
300	300	- Climate Action Fund	300	0	-300
86	0	- Treescape Fund	38	38	0
157	0	- Cambridge Electric Vehicle Chargepoints	157	18	-139
3,145	0	- School Ground Source Heat Pump Projects	3,224	1,935	-1,289
45,890	14,937	Connecting Cambridgeshire	14,937	5,746	-9,191
	483	Capitalisation of Interest	483	603	120
577,153	109,720		131,911	85,622	-46,289
	-25,237	Capital Programme variations	-25,237	0	25,237
	84,483	Total including Capital Programme variations	106,674	85,622	-21,052

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	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
318	48	-270	-286	+16	0	-270

Delays in seeking alternative construction procurement following high cost of original target price.

- Stuntney Cycleway

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
177	118	-59	-10	-49	0	-59

Construction delivered throughout February and March. Underspend of £59k will allow for any outstanding works to be completed in 2022/23.

- Local Infrastructure Improvements

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,179	881	-298	-440	+142	0	-298

There are no projects which are individually material (over £100k), but there were 79 LHI schemes which were delayed and carried forward to 2022/23. Some of the project delays were on schemes which need to be safety audited, currently the turnaround is around 10 - 12 weeks, (usually 6 - 8weeks), prior to proceeding to formal consultation or target costing. Other delays to date have been due to approval times from applicants which can exceed 4 weeks, and our contractors ability to deliver the schemes on the ground due to their supply chain availability. The delays have also been exacerbated by project team resources, with the team working at around 50% capacity only. For further information on specific schemes please refer to the LHI report appended to this document.

- A1303 Swaffham Heath Road Crossroads

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
980	38	-942	-960	+18	0	-942

Construction has been delayed into 2022/23 and dependant on satisfactory conclusion of land negotiation/transfer.

- Strategy and Scheme Development work

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
908	1,043	+135	+6	+129	+129	0

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

There were also a number of areas of CCC work which the team were expected to deliver for which there was insufficient funding, this included A428 Black Cat to Caxton Gibbet Examination which has to be delivered as it is part of CCC's statutory duty. Use of revenue funding has now been used to cover this pressure.

- Delivering the Transport Strategy Aims – Highway Schemes

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,846	266	-2,580	-2,123	-457	0	-2,580

Slippage of £2.58m on Delivering the Strategy Transport Aims – Highway Schemes is due the funding allocation and programme not being agreed until September 2021, and together with the required involvement of the various district councils and the complexity of the projects means that expenditure has slipped into next financial year. The delays have also been exacerbated by project team resources. It is anticipated that agreement to 2022/23's allocation and programme will be made earlier, so that this 2021/22's slipped schemes plus 2022/23's full programme will be delivered and spent within year.

- Hardwick Path Widening

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
305	286	-19	-21	+2	-19	0

Construction completed during 2021/22.

- Girton to Oakington Cycleway

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
704	465	-239	-222	-17	0	-239

Total spend for 21/22 was £465,000, leaving £239,000 to be carried over to spend in 2022/23 for phase two design work. Further funding is being sought to enable construction of Phase Two.

- Busway to Science Park

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
148	1	--147	0	-147	0	-147

This scheme is to be included as part of GCP's Milton Road project and therefore the funding will be given to GCP.

- Other Cycling Schemes

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
475	45	-430	-407	-23	0	-430

Schemes funded by the Integrated transport block were agreed in September 2021 and as a consequence those schemes with significant detail design and longer lead in times were carried forward into 22/23.

- Countywide Safety Fencing renewals

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,115	145	-970	-926	-44	0	-970

The construction phase of the A505/ M11 Duxford safety fencing renewals were delayed due to design complexities and coordination with National Highways. The scheme is expected to be delivered in 22/23.

- Countywide Surface Dressing programme

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
989	893	-96	+3	-99	0	-96

As detailed within the 'Carriageway & Footway Maintenance' section, 3 schemes were brought forward as they were the most deliverable schemes that could be accommodated at a late stage in the 2021/22 financial year.

Resource issues affecting the contractor has delayed the target costing of item work and lining and has impacted on the delivery of some schemes from 2021/22

- Countywide Prep patching for Surface Dressing programme

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
956	743	-213	-11	-202	0	-213

A number of sites were deferred to 22/23 to avoid roadspace clashes creating congestion on the road network. Several sites were not able to be carried out at the end of the year by the supplychain due to capacity issues.

- Carriageway & Footway Maintenance schemes

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,850	3,126	-724	-345	-379	0	-724

The following three schemes were bought forward from the published Capital Maintenance Programme to utilise some of the underspend:

- Brockly Road, Elsworth £180,000
- Church Street, Guilden Morden £132,000
- Balsham Road, Linton £168,000

The plan to deliver two highways drainage flood alleviation schemes, where highway water was significantly contributing to the flooding of a number of properties, was ordered. The two drainage schemes are High Street, Buckden, (£312,000) and Ermine Street, Arrington (£280,000).

Both schemes were ordered in 2021/22 and work commenced on site at Buckden in February, however a considerable amount of work for both sites will take place in 2022/23.

Nene Parade, March bank collapse – carry forward underspend of £290k due to ongoing legal/insurance processes with resident landowners.

• Bridge Strengthening

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,126	2,094	-1,032	-289	-743	0	-1,032

Reactive Capital works Bridge repairs needed an extra £475k for minor repairs, so funding was moved from the St Ives Flood Arches/ Town Bridge and North of Girton Bridge, both which were delayed.

There were delays to other projects due to flooding, issues with road space booking and sourcing of materials.

• Traffic Signal Replacement

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,407	1,180	-227	+33	-260	0	-227

An underspend has arisen largely due to the RMS replacement project being underspent. Due to an unusually large project at the Robin Hood junction in Cherry Hinton coming in over budget, budget had to be redistributed. Hence, the work planned for RMS replacement was reduced. We also found this project to replace hundreds of pieces of equipment was taking more time than we had planned, resulting in a further underspend against the RMS replacement budget.

- £90m Highways Maintenance schemes

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,566	3,860	-2,706	-1,790	-916	0	-2,706

A net underspend has arisen mostly due to slippage of 4 main schemes:-

- Littleport, Mildenhall Road (£828k) – Road space issues with National Highways / Suffolk network, and the procurement of the EHF3 contract required an exemption waiver, as we only received 2 tender returns from contractors. A minimum of three is required to meet competition regs and not require an exemption. Delays in the design and tender process were due to current resource levels within the team overseeing the delivery process. Tender period ran through November / December.
- Parson Drove/Murrow Bank (£390k) – Works programmed in 2022/23 to realise efficiencies by working alongside a 2022/23 Gull Road scheme.
- Haddenham, Hill Row Causeway Carriageway (£600k) - This is due to the procurement of the EHF3 contract requiring an exemption waiver, (following committee approval of the £500k+ schemes which form the package of work, and are identified in the report), as we only received 2 tender returns from contractors. A minimum of three is required to meet competition regs and not require an exemption. Delays in the design and tender process were due to current resource levels within the team overseeing the delivery process. Tender period ran through November / December.
- Cromwell Road, Wisbech (£450k) - Programme start date: 21/3/2022 (5 week duration). Delayed works due to the scarcity of concrete components with no alternatives on the market that could fulfil the design.

- Pothole grant funding

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,841	6,808	-33	0	-33	0	-33

Ramsey Mereside (£646k) - 90% of spend occurred in 2021/22 financial year, the remainder will occur in 22/23. This is due to the procurement of the EHF3 contract requiring an exemption waiver, (following committee approval of the £500k+ schemes which form the package of work, and are identified in the report), as we only received 2 tender returns from contractors. A minimum of three is required to meet competition regs and not require an exemption. Delays in the design and tender process were due to current resource levels within the team overseeing the delivery process. The tender period ran through November / December.

- Footways

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,000	3,394	-606	-391	-215	0	-606

A number of Footway schemes were delayed and will be completed in 2022/23, these include the following:

Hills Road, Cambridge (£170k)

Gwydir Street, Cambridge (£150k)

Oxford Road/Windsor Road, Cambridge (£250k)

Smaller variances were due to several schemes coming in under budget.

- Fendon Road Roundabout

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
275	86	-189	-194	+5	-189	0

Expenditure was lower than anticipated during 21/22 as remedial work costs to the roundabout were lower than expected. The remaining monies will go back to the original South Area Corridor S106 pot.

- Ring Fort Path

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
308	20	-288	-292	+4	0	-288

- Due to ongoing land acquisition negotiations the scheme did not start on-site during 21/22 and the budget has been carried forward to 22/23.

- Kings Dyke

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
12,700	9,532	-3,168	-2,669	-499	0	-3,168

The project is now at a stage where the Council have a more detailed understanding of the cost forecast and the risk profile. In the period there have been several cost savings, including staffing, Network Rail possession costs including a commitment from Network Rail that the Council will receive a significant refund this financial year. The monthly risk budget has been reprofiled to better reflect when the risk items could occur in the programme, many of which have been moved into the next financial year. The construction work undertaken to date by the Contractor has also come in below forecast, due to resequencing of the work. The project remains on programme for completion by the end of 2022.

- Emergency Active Fund

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
785	466	-319	-412	+93	0	-319

Following preliminary development of the original 53 schemes, an extended consultation period during Autumn 2021, analysis of the data by Business Intelligence Unit, scheme detailed design, road safety audit and traffic management complexities, plus engagement with the Greater Cambridge Partnership over schemes that formed part of the City Access strategy now being taken forward by the GCP, only some simple and cycle parking projects are programmed to be delivered by end March 2022, with the majority of the schemes programmed for delivery from April to August 2022.

- Lancaster Way

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
792	505	-288	-170	-118	-170	-118

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.

- Wisbech Town Centre Access Study

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,883	1,190	-693	0	-693	0	-693

Closing out land and design sign off with National Highways and Norfolk County Council, has led to this project running in 22/23.

- March Future High Street Fund

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
336	142	-194	-238	+44	0	-194

Design costs which were factored into 21/22 budget are being picked up directly by Fenland District Council, so has reduced the forecast expenditure in 21/22. The overall budget for this scheme will therefore be reduced.

- St Neots Future High Street Fund

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
349	106	-243	-240	-3	0	-243

Design costs which were factored into this year's budget are being picked up directly by Huntingdonshire District Council, so has reduced the forecast expenditure for this year. The overall budget for this scheme will therefore be reduced.

- Scheme Development for Highway Initiatives

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
437	13	-424	-424	0	0	-424

Funding was allocated to enable scheme development for new schemes, however this year no new schemes have been identified that require scheme development work. It is therefore expected that this funding would roll forward into next year.

- Waterbeach Waste Treatment Facilities

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,500	0	-4,500	-4,500	0	0	-4,500

A new scheme has been placed into the capital programme to take account of amendments to the Waterbeach waste treatment facilities following changes to the Industrial Emissions Directive to reduce emissions to levels which are able to meet the sector specific Best Available Technique conclusions (BATc) and comply with new Environmental Permit conditions issued by the Environment Agency. This work is not now expected to begin until 2022/23.

- Energy Efficiency Fund

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
306	208	-98	-98	0	0	-98

8 LED lighting projects completed so far and 6 more currently in progress or being planned. 5 more projects are in doubt due to potential asbestos, awaiting survey results and costs to remove asbestos. This means actual spend could increase compared to forecast (due to asbestos removal) or decrease (if we decide not to proceed because costs are too high).

- Swaffham Prior Community Heat Scheme

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
8,998	3,255	-5,743	-2,400	-3,343	0	-5,743

Rephasing of scheme and more costs will fall into 22/23. This project has four key areas: the construction of the primary heat network; the construction of the energy centre; the secondary connections from the network to the homes and then the operational and maintenance phase. The priority during 21/22 has been to spend the BEIS grant from the Heat Network Investment Project (HNIP) towards the delivery of the heat network by the end of March 2022. Construction of the energy centre suffered early delays due to asbestos found on site, its removal and site cleaning. In addition, key materials for the energy centre building e.g. cladding were delayed. Together these added approximately 2 month delay into the programme. This has meant that some spend is being reprofiled into 2022/23.

- St Ives Smart Energy Grid Demonstrator scheme

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
967	609	-358	-351	-7	0	-358

Due to a delay in securing the grant funding from the European Regional Development Fund, this scheme will continue into 2022/23. This funding is covering half the costs of the project (approx. £2m) and we could not proceed until we had the signed grant funding agreement.

- Babraham Smart Energy Grid

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,409	718	-691	-451	-240	0	-691

The project accelerated the construction of the 'private wire' between Babraham P+R and Addenbrookes to align with works planned by Cadent and the Greater Cambridge Partnership. As this was prioritised to prevent the path being dug up consecutively this meant the Investment Grade Proposal and contracting for the rest of the scheme was pushed back.

- Stanground Closed Landfill Energy Project

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
236	0	-236	-236	0	0	-236

This scheme has been delayed by a year, so costs will now be incurred in 2022/23.

- North Angle Solar Farm, Soham

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
21,150	17,554	-3,596	-2,670	-926	0	-3,596

The construction programme start date was pushed back approximately 3 months whilst UKPN and National Grid negotiated the capacity available for the project. In addition, some work has been undertaken to align the construction programme and payment milestones to a more granular level.

- Fordham Renewable Energy Network Demonstrator

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
635	26	-609	-567	-42	0	-609

This project was put on hold whilst projects with time limited grants were accelerated and internal resources over stretched managing Covid. Important work to de-risk the project is now being picked up in 2022/23 to progress towards an Investment Grade Proposal.

- Decarbonisation Fund

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,074	4,005	-69	+851	-920	0	-69

8 Low carbon heating projects on Council buildings have been completed and a further 14 are currently on site, totalling 22 altogether.22 the total capital cost is forecast to be £5.2m for these 22 projects. £3million of Government's Public Sector Decarbonisation Scheme (PSDS) grant was successfully secured and the priority has been spend this grant first. Covid-19 has had some impact on delivery, in particular material delays and cost.

- Electric Vehicle chargers

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
200	6	-194	0	-194	0	-194

The procurement for the supply and installation of EV chargepoints has been completed but was put on hold during covid whilst managing the Council buildings for covid compliance was prioritised. The project will now pick up and the bulk of the expenditure will now be delivered in 2022/23 .

- Oil Dependency Fund

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
500	0	-500	-435	-65	0	-500

Funding was agreed at Environment and Green Investment Committee in December 2021 but government policy to support off-gas communities to decarbonise has only just started coming through. Now we understand Government's direction of travel in the Heat and Building Strategy we have reprofiled the spend.

- Climate Action Fund

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
300	38	-262	-300	+38	0	-262

E+GI Committee agreed funding support for flood risk management projects at schools in March 2022 . These projects will mobilise during 2022/23. The Review of the Climate Change and Environment Strategy was approved in February 2022 . A Net Zero Programme and Resource Plan is under development to mobilise delivery of key targets.

- Cambridge Electric Vehicle Chargepoints

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
157	18	-139	0	-139	0	-139

Extended timelines for securing highways permits and licences delayed works and commencement has rolled into 2022/23. The project funder has agreed the grant and project delivery can be shifted into the new financial year.

- School Ground Source Heat Pump Projects

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,224	1,935	-1,289	-1,283	-6	0	-1,289

Confirmation of the Public Sector Decarbonisation grant funding came forward in May 2021 and the priority is to spend the grant by the end of the financial year, March 2022. The remainder of the budget will be spent next financial year.

- Connecting Cambridgeshire

Revised Budget for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
14,937	5,746	-9,191	-8,739	+452	0	-9,191

The Connecting Cambridgeshire spend for this year was reprofiled and some spend will now be in next year. This work relates to Fixed Connectivity – Openreach SFBB

- £0.9m will be delivered in 2022/23 as Phase 3 of the Openreach SFBB slipped due to Covid & Contractual delays
- £1.9m will be delivered in 2022/23 as Phase 4 of the Openreach SFBB slipped due to Covid & Contractual delays
- A further £1m of expenditure will no longer be incurred due to a lower cost base and therefore a saving in the overall cost of the work being delivered for the Openreach SFBB.

There will be a total scheme underspend of £900k from saving from the Openreach SFBB contract 1, Phases 1-3, reducing the original £20m (£16.515m from prudential borrowing, £3.485m from LPSA grant) to £19.1m.

Due to the success of securing additional external funding, this funding is being applied first against the expenditure and the £4.298m of planned Prudential Borrowing allocated to 2021/22 will be rephased to start from 2023/24.

Capital Funding

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000
13,715	Local Transport Plan	13,599	13,626	27
4,182	Other DfT Grant funding	11,808	11,217	-591
16,426	Other Grants	18,589	10,145	-8,444
8,437	Developer Contributions	3,821	2,932	-889
48,447	Prudential Borrowing	60,256	29,023	-31,233
0		0	4,760	4,760
18,030	Other Contributions	23,838	13,919	-9,919
109,237		131,911	85,622	-46,289
-12,254	Capital Programme variations	-25,237	21,052	46,289
96,983	Total including Capital Programme variations	106,674	106,674	0

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.

Funding	Amount (£m)	Reason for Change
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 (Prudential borrowing)	14.01	Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance 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 01.04.2022

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	Civils - Zebra crossing	RED	Road now adopted. NOI consultation starts 03/08. A number of objections received which are currently being discussed and worked through with the local member. Some pressure to relocate the zebra from proposed location despite this being the only available option. This is further delaying the scheme as members now wish to revisit this, although ruled out via safety audit already.

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 Beckett	Queen Edith	Cavendish Avenue	Raised Features - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	RED	Works order raised. Majority of work completed on site, few areas remaining due to parked cars.

Current Schemes Forward for 2021/22

Total LHI Schemes 20
 Total Completed 15
 Total Outstanding 5

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	Work Complete
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	Works order raised. Majority of work completed on site, few areas remaining due to parked cars.

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	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	Work Complete
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	Work commenced, awaiting electrical connections.
Elisa Meschini	Kings Hedges	Cameron Road	Raised features - Installation of cushions to help reduce vehicle speeds in the vicinity of the Ship Pub.	GREEN	Work complete
Alex Beckett	Queen Edith's	Hills Road	Parking Restrictions - Double yellow lines for length of Hills Road access road - from 321 - 355	GREEN	Work complete
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	Work commenced, awaiting electrical connections.
Catherine Rae	Castle	Huntingdon Road	Signs / MVAS - Warning signs in advance of zebra crossing and MVAS unit.	GREEN	Work Complete
Neil Shailer	Romsey	Coldhams Ln	MVAS unit.	GREEN	Work Complete
Gerri Bird	Chesterton	Fallowfield / May Way / Orchard Avenue	Street lights - Various locations around Chesterton ward to improve lighting in existing dark spots.	GREEN	Work commenced, awaiting electrical connections.
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	Work Complete
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	Order raised. Currently waiting on start date from contractor.
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	Work complete
Bryony Goodliffe	Romsey	Birdwood Rd	Raised Features - Speed cushions	GREEN	Work complete
Alex Bulat	Abbey	Riverside Bridge	Civils - Relocation of existing bollards and signs/lines to make it a clearer route for cyclists and pedestrians.	GREEN	Work Complete
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, City Council, Policy and Regulation and Parking services regarding proposal and enforcement. Awaiting responses to queries before proceeding with informal consultation.
Gerri Bird	Chesterton	Chestnut Grove	Parking restrictions - DYL waiting restriction at junction	GREEN	Work complete
Neil Shailer	Romsey	Coldhams Ln 256 - 258	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	RED	Submitted to contractor for pricing 18/02.
Bryony Goodliffe	Cherry Hinton	Fishers Lane	Parking restrictions - Double Yellow Lines.	GREEN	Work complete
Elisa Meschini	Kings Hedges	Nuffield Road	MVAS / Signs / Lines - 20mph repeater and road markings as needed	GREEN	Work Complete

Huntingdonshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21
Total Completed 20
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 Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Project's proposal got altered. Weight limit to be implemented. No objections to TRO. TC to be requested in January.
Cllr Gardener	Winwick	B660	30mph speed limit	GREEN	Work Complete

Carried Forward from 2020/21

Total LHI Schemes 25
Total Completed 20
Total Outstanding 5

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 Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	RED	Works completed except centre line marking. Hydroblasting to be used to remove existing centre line. Once done new centre line marking to be painted.
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	Received street lighting design from BBLP. RSA 1/2 requested. Likely to run into 22/23 FY due to remaining time available to year end.
Cllr West	Great Paxton	High Street	Priority narrowing's	RED	Disconnection works to be carried out w/c 3rd January. Installation works to follow. PC to collect MVAS unit in January.
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	GREEN	Works complete
Cllr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	GREEN	Work Complete
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Works commenced on 15th December
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Street lighting design requested. Road Safety comments requested. Likely to run into 22/23 FY due to remaining time available to year end.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	RED	Request for street lighting design sent to BBLP. Target cost received. Total cost higher than allocated budget. Still awaiting approval from HDC for CIL funding and land take.

Current Schemes Forward for 2021/22

Total LHI Schemes 29
Total Completed 5
Total Outstanding 24

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	Notice of Intent (NOI) advertised on 01/09/21. Target cost received. Higher than anticipated. PC agreed to cover 1/3 of the cost increase.
Simon Bywater	Glatton	B660 (Infield Road) Sawtry Road	Install 1 no. MVAS unit to assist in encouraging greater compliance with the speed limit.	GREEN	Works completed.

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	MD Community Roadwatch	Sawtry Way (B1090) Mere Way	Reduce speeds (implement changes to the current speed limit) as per feasibility study.	RED	Draft delegated decision report sent. Awaiting decision.
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	Works Order raised. Awaiting programme dates.
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	Works completed however the PC requested one post to be relocated.
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.	RED	In detailed design. RED as road safety audit and consultation still required. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Gardener	Kimbolton and Stonely	B645 / Tillbrook Road	Supply 2 no. MVAS units and install mounting posts to reduce speed on B645 through the village. The above to be implemented on the proviso that PC's contribution is min. 20% of the total cost (not 10%).	GREEN	Works commenced on site. Issues with already approved design. Once resolved, works to recommence.
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.	RED	In pre-lim design. RED as Road Safety Audit still required. Likely to be difficult to deliver on site before year end.
Simon Bywater	Stilton PC	North street, Stilton (North end) B1043 Junction	Install 40mph buffer zone as per feasibility study.	RED	Detailed design completed. Target cost requested. Likely to run into 22/23 FY due to remaining time available to year end.
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	Work complete
Douglas Dew	Houghton and Wyton	Mill St	Install additional information signs. Level and harden verge used for parking with planings.	RED	In detailed design. Likely to run in 22/23 FY due to remaining time available to year end.
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.	RED	In detailed design. Further information/ approval requested from PC. Highlighted RED due to lead in times for safety audits. May be difficult to complete on the ground before year end. Likely to run into 22/23 FY due to remaining time available to year end.
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	Works programmed for w/c 14/03/22
Simon Bywater	Sawtry PC	The Old Great North Road, Sawtry (Opp Straight Drove)	Install "Pedestrian Crossing" warning signs, SLOW markings and cut back vegetation.	RED	In detailed design. Likely to run into 22/23 FY due to remaining time available to year end.
Simon Bywater	Sibson-cum-Stibbington PC	Old Great North Road, Stibbington	Introduce parking restrictions in a form of double yellow lines.	RED	Another meeting with PC took place on 1st March. Agreed on revised scheme. Next stage TRO for parking restrictions. Likely to run in 22/23 FY due to remaining time available to year end.
Stephen Ferguson	Abbotsley	B1046, Abbotsley	Install 1 no. MVAS unit and mounting posts to reduce speed on B1046 through the village.	GREEN	Received TC. WO to follow. Likely to run in 22/23 FY due to remaining time available to year end.
Ian Gardener	Bythorn & Keyston	Thrapston Road	Install MVAS and gateways on Thrapston Road to calm traffic and reduce speeds through Bythorn Village.	RED	Plans to be amended further to PC's comments. TC to follow. Likely to run into 22/23 FY due to remaining time available to year end.
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.	RED	Detailed design sent for TC's approval. TRO to follow once the plans have been approved. Reviewing outcome of an informal consultation carried out by TC. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Gardener	Great & Little Gidding	Mill Road (between Gt Gidding and Little Gidding)	Install 40mph buffer zones on roads leading to Great Gidding village. This will aim to reduce traffic speeds at approaches to the village.	GREEN	WO raised. Awaiting programme date.

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
		Luddington Road (towards Luddington Village)			
Ian Gardener	Perry	Chichester Way, Perry	Amend the TRO to change the current waiting time to a max 30min.	RED	In detailed design. TRO to follow. Likely to run in 22/23 FY due to remaining time available to year end.
Douglas Dew	Hemingford Grey	Hemingford Grey Centre	Proposed 20mph speed limit along various roads across the village.	RED	In detailed design. Issues with compliance highlighted. Proposal needs reviewing. Likely to run into 22/23 FY due to remaining time available to year end.
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	WO raised. Awaiting programme date.
Steve Criswell	Bluntisham	Colne Road, Bluntisham	Improve existing pedestrian Zebra crossing at Colne Road by making it more conspicuous.	GREEN	Work complete
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.	RED	WO raised. Awaiting programme date.
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. PC's contribution insufficient. Clarification on increased contribution received.	RED	In detailed design. Requested PC to undertake local consultation on trees removal. Feedback received. Further liaison with PC needed. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Gardener	Leighton Bromswold	Sheep St / Staunth Hill	Supply 1 no. MVAS unit and install mounting posts to reduce speed on Sheep St and Staunth Hill entry point to reduce speeds and improve pedestrians' safety.	GREEN	Works Order raised. Awaiting programme dates.
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.	RED	An application for Watercourse Consent via Flood and Water Team to be sent.
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.	RED	Another change to scope requested, design changes to follow. Likely to run into 22/23 FY due to remaining time available to year end.
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.	RED	Delegated decision was to implement the weight limit. Likely to run into 22/23 FY due to remaining time available to year end.

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	Submitted for a revised target cost. TTRO submitted.

Carried Forward from 2020/21

Total LHI Schemes 10
Total Completed 7
Total Outstanding 3

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 Tierney	Wisbech	South Brink	Traffic Calming	RED	RSA recommended speed survey to be carried out. Costs requested on 16th February.
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	RED	Scheme descoped to intail speed limit change only. Revised TC to be requested.
Cllr King	Wisbech	North Brink	New one way	RED	Town Council meeting on 21st March to agree on design options.

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 3
Total Outstanding 7

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 Tierney	Wisbech	Tinkers Drove	Install speed cushions throught the length	GREEN	Work Complete.
Cllr Count/Cllr French	March	Creek Road / Estover Road	Footway widening / signing & lining	GREEN	Works order raised, waiting on delivery date.
Cllr Hoy	Wisbech	New Drove / Leach Close	DYLs at junction	GREEN	Work Complete.
Cllr Connor / Cllr Boden	Whittlesey	Various (20mph)	20mph & associated traffic calming	RED	In detailed design. Survey results indicate can proceed with 20mph zones. Awaiting on approval from Town Council before proceeding to formal consultation. Plans sent 11/11. Still awaiting approval from Town Council. TC not responding to chase emails.
Cllr Connor / Cllr Boden	Whittlesey	Various (DYLs)	DYLs at junctions	RED	Design approved. Town council to informally consult. Town council to provide consultation results to determine next steps.
Cllr Connor	Doddington	High Street	Adjust kerbing & resurface footway	RED	Design completed. To be sent to Parish Council for approval and once accepted for target cost.

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 King	Gorefield	High Road	Footway resurfacing	GREEN	Work Complete.
Cllr Gowing	Wimblington	Fullers Lane / Meadow Way	Extend existing 7.5T weight limit (signing)	GREEN	Works order raised, awaiting STATS plans and programme date.
Cllr King	Wisbech St Mary	High Road	30mph extension and traffic calming	RED	RED due to outstanding milestones prior to delivery on site including road safety audit, formal consultation and pricing. Submitting to PC for review WC 01/11. Plans sent to parish for approval on 24/12.
Cllr King	Parson Drove	Sealey's Lane	New footway construction	GREEN	Site visit complete. Design completed. Revised TC requested.

East Works Programme

Carried Forward from 2020/21

Total LHI Schemes 13
Total Completed 9
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 Hunt	Wilburton	High Street	Reduce vehicle speeds	RED	Scheme to be tied in with 2021/22 LHI. Order raised, waiting on start date from contractor.
Cllr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	RED	Design complete and approved by parish. In for pricing.
Cllr Shuter	Westley Waterless	Brinkley Road	Traffic calming	RED	Order raised, waiting on start date from contractor.
Cllr Dupre	Witchford	Main Street	Footway widening	RED	In costing phase with contractor. Overdue. Costs being queried by CCC. Still awaiting costs for revised plans. Officer chased on 21/12. Meeting 03/03. Milestone confirmed they are reviewing the price.

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 1
Total Outstanding 9

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 J Schumann	Fordham	Carter Street	Raised table and speed cushions	RED	In detailed design, site visits complete. RED due to outstanding milestones prior to delivery on site including road safety audit, formal consultation and pricing. Next stage safety audit WC 01/11. Sent to safety audit 17/11. Awaiting safety audit.
Cllr Whelan / Cllr Dupre	Little Downham	B1411	Solar studs	RED	Waiting on footpath resurfacing before progressing with installation of solar studs. Progression dependent on third party. Scheme designed and submitted for pricing.
Cllr Dupre	Witchford	Main Street	Pedestrian crossing near school	RED	Meeting held with Parish Council, they would like a Zebra crossing to be installed (not stated at feasibility). Vehicle and Pedestrian Surveys are required - scheme on hold until children return to school in September. RED due to late request from PC to change type of scheme and outstanding milestones prior to delivery on site including road safety audit, formal consultation, and pricing. Surveys complete. Design underway.
Cllr Goldsack	Soham	Northfield Road	Warning signs & improvements	GREEN	Works ordered. Waiting on start date.
Cllr J Schumann	Burwell	Ness Rd / Swaffham Rd / Newmarket Rd	40mph buffer zones	RED	In for pricing.
Cllr D Schumann	Stretham	Newmarket Rd	40mph buffer zone & priority give way	RED	Design complete. Parish approved and submitted for road safety audit. Red due to lead in times for consultation and pricing before year end.
Cllr D Schumann	Haddenham	The Rampart / Duck Ln / High St / Camping Cl	20mph limit with traffic calming	RED	In preliminary design. Awaiting speed survey data. RED due to road safety audit and formal consultation still outstanding. Plans to PC for approval WC 08/11. Survey results prove need for calming features on High Street

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
					as not self-enforcing. Safety audit required. Parish have approved. Waiting on road safety audit.
Cllr D Schumann	Wilburton	Stretham Rd	30mph speed limit	GREEN	Tied in with 20/21 LHI. Works order raised. Waiting on start date.
Cllr Dupre	Coveney	Jerusalem Drove	Gateway with signing & lining	GREEN	Work complete
Cllr Sharp	Brinkley	Brinkley Rd / Six Mile Bottom / High St	40mph buffer zone	GREEN	Waiting on formal consultation to end before submitting for pricing.

South Cambridgeshire Works Programme

Carried Forward from 2020/21

Total LHI Schemes 18
Total Completed 18
Total Outstanding 0

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	Civils - Installation of priority give way build outs along Cambridge Rd.	GREEN	Work complete

Current Schemes for 2021/22

Total LHI Schemes 17
Total Completed 6
Total Outstanding 11

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.	RED	Design work complete. Parish have approved designs. Highlighted RED due to remaining work needed to deliver on site by year end, including formal consultation, road safety audit, and pricing. Parish have responded. Next stage road safety audit, expected lead in 8-12wks.
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	Work complete
Mandy Smith	Caxton	Village Wide	Civil - Gateway features at village entry's and MVAS post.	RED	Work order raised. Waiting on start date.
Susan Van De Ven	Whaddon	Whaddon Gap - Just past Barracks entrance	Speed Limit / Civils - Installation of new 40mph limit and 2 no central islands.	RED	Parish have approved the design. Have received safety audit back. Issues with ongoing development causing delivery delays. Parish aware. Highlighted amber due to remaining work needed to deliver on site by year end, including road safety audit and pricing.
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	Works order raised. Waiting on start date.

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
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.	RED	Following feedback from parish and local residents, redesign sent to parish for approval. Highlighted RED due to remaining work needed to deliver on site by year end, including road safety audit, pricing and if possible work needs to be tied in with developer led footpath. Local member aware. Scheme now in for Road Safety Audit.
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	Work complete
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	Works order raised. Waiting on start date.
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	Work complete
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	Parish have approved proposals. Waiting on cost from contractor. A number of pricing queries raised with contractor which are being addressed.
Maria King / Brian Milnes	Harston	Station Road	Signs/Lines - Installation of solar powered flashing school signs and associated road markings.	GREEN	Parish have approved proposals. Order raised, waiting on start date from contractor.
Henry Batchelor	Willingham Green	Village Wide	Speed Limit - New 50mph in place of existing 60mph limit and associated signs/lines.	GREEN	Work Complete
Sebastian Kindersley	Wimpole	A603	MVAS unit and mounting posts.	GREEN	Work Complete
Sebastian Kindersley	Steeple Morden	Village Wide	Speed limit - 40mph buffer zones on 3 approaches to the village	GREEN	Order raised, waiting on start date from contractor.
Sebastian Kindersley	Gamlingay	Mill Hill	Civils - Installation of 1.80m wide footpath between existing and farm shop	GREEN	Work order raised. Waiting on start date.
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	Work Complete
Michael Atkins	Hardwick	St Neots Road	Civils / Speed limit - Village entry treatment at existing 40 limit into village - including central island, section of shared use path widening & 50mph speed limit from A1303 RAB.	RED	To be tied in with third party works at the request of the PC. Design complete. However scheme on hold at request of parish council due to proposals from GCP regarding the Camborne to Cambridge Guided Bus and Active Travel Tranche 2 proposals. Proceeding with 50mph limit only for now - currently out for formal advert.

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	3	0	3	11	17
Planted 2021/2022	0	0	3	2	0	5

Comparison to previous month:

Mar-22	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	1	0
Total	1	0

Feb-22	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	1	0
Total	1	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 MAR 0
Total Planted in Current Month MAR 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 MAR 0

Total Planted in Current Month MAR 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
Fowlmere road	Clive Bradbury	Newton	1	Diseased / Dead	2021-06-07	2021-06-07	1
Linton Road	Clarie Daunton	Little Abinton	1	Obstruction	2021-05-19		
Ickleton	Peter McDonald	Frogge Street	1	Dangerous	2021-08-00		
Bassingbourn	Michael Atkins	Canberra Close	1	Diseased / Dead	2021-10-00		
-	-	Total	60		-	-	102

East Tree Works

Total Removed in Current Month MAR 0

Total Planted in Current Month MAR 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 Bailly	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 MAR 1
 Total Planted in Current Month MAR 2

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
Tydd St Giles	Simon King	Field Avenue	1		2022-03-20	2022-03-20	2
-	-	Total	7	-	-	-	12

Huntingdon Tree Works

Total Removed in Current Month MAR 3

Total Planted in Current Month MAR 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	
Alwalton	Simon Bywater	Mill Lane	2	Diseased / Dead	2021-07-26		
Great Staughton	Ian Gardener	Beachampstead Rd/Moory Croft Cl	1	Diseased / Dead	2021-11-15		
Ramsey		Pathfinder Way Ramsey	1	Diseased / Dead	2021-11-00	2021-11-00	
Hartford		Desborough Rd Hartford	1	Diseased / Dead	2021-11-00	2021-11-00	
Ramsey	Adela Costello	Pathfinder Close	1	Diseased / Dead	2021-10-00		
St Ives	Ryan Fuller, Kevin Reynolds	Barnes Walk just off of Westwood Road	1	Diseased / Dead	2022-02-28		
Alconbury Weston	Ian Gardener	Gypsy Corner, Buckworth Road	2	Diseased / Dead	2021-12-02	2021-12-02	
St Neots	Simone Taylor	23 Swallow Court	1	Diseased / Dead	2022-03-28		
Hail Weston	Ian Gardener	Adjacent to 11 Kym Road Hail Weston	1	Diseased / Dead	2022-03-28		

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Hail Weston	Ian Gardener	Orchard Close Hail Weston	1	Diseased / Dead	2022-03-28		
-	-	Total	65	-	-	-	31

Summary of Place & Economy establishment (P&E) – Data compiled 31st March 2022

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:

We can report that the percentage of “true vacancies” in P&E as of 31st March 2022 was 23.1% of the overall establishment of posts. This is up from the previous month which should at 21.2%. Work is ongoing with the Heads of Service to review their establishments and to delete any posts which are not actively being recruited to.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		297.1	89.6	387.7	23.1%
Planning, Growth and Environment	Asst Dir - Planning, Growth and Environment	1.0	2.0	3.0	66.7%
	Flood Risk & Biodiversity	15.6	3.7	19.3	19.1%
	Historic Environment	10.2	0.6	10.8	5.6%
	County Planning Minerals & Waste	10.3	4.0	14.3	28.0%
	Growth and Development	11.8	3.0	14.8	20.3%
	Waste Disposal including PFI	7.7	4.0	11.7	34.1%
Planning, Growth and Environment		56.6	17.3	73.9	23.4%
Climate Change and Energy Service	Energy Projects Director	6.7	1.0	7.7	13.0%
	Energy Programme Management	2.9	0.0	2.9	0.0%
Climate Change and Energy Service Total		9.6	0.0	10.6	0.0%
H&T, Highways Maintenance	Asst Dir - Highways	3.0	0.0	3.0	0.0%
	Highways Other	9.0	2.0	11.0	18.2%
	Highways Maintenance	34.8	9.0	43.8	20.6%
	Asset Management	11.0	5.0	16.0	31.3%
H&T, Highways Project Delivery	Asst Dir - Project Delivery	0.0	0.0	0.0	0.0%
	Project Delivery	18.6	27.0	45.6	59.2%
H&T, Transport, Strategy and Development	Asst Dir - Transport, Strategy and Development	2.0	0.0	2.0	0.0%
	Highways Development Management	19.0	1.0	20.0	5.0%
	Park & Ride	15.0	0.0	15.0	0.0%
	Parking Enforcement	15.8	2.4	18.2	13.3%
	Road Safety	32.2	8.6	40.8	21.1%
	Traffic Management	40.6	8.3	48.9	17.0%
	Transport & Infrastructure Policy & Funding	12.3	3.0	15.3	19.6%
Highways	Street Lighting	6.0	4.0	10.0	40.0%
Highways and Transport Total		219.3	70.3	289.6	24.3%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.6	2.0	13.6	17.2%
Exec Dir Total		11.6	2.0	13.6	14.7%

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

To: Highways and Transport Committee

Meeting Date: 12 July 2022

From: Daniel Snowdon, Deputy Democratic Services Manager

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: To review the Committee's agenda plan, and appointments to Outside Bodies and Internal Advisory Groups and Panels, and the appointment of Member Champions to lead on specific subject areas.

It is important that the Council is represented on a wide range of outside bodies to enable it to provide clear leadership to the community in partnership with citizens, businesses and other organisations.

Recommendation: It is recommended that the Highways and Transport Committee:

- (i) review its agenda plan attached at Appendix 1;
- (ii) review the appointments to outside bodies as detailed in Appendix 2;
- (iii) review the appointments to Internal Advisory Groups and Panels as detailed in Appendix 3; and
- (iv) note the appointment of Member Champions for Non-Motorised Users.

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Names: Councillors Beckett and Shailer

Post: Chair/Vice-Chair

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Tel: 01223 706398

1. Background

- 1.1 The Highways and Transport Committee reviews its agenda plan at every meeting (attached at Appendix 1).
- 1.3 The Highways and Transport Committee at its meeting on 22 June 2021 reviewed and agreed its appointments to Outside Bodies and Internal Advisory Groups and Panels. It also agreed to 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 Committee, to the Executive Director for Place and Economy, in consultation with the Chair and Vice Chair of Highways and Transport Committee.

2. Appointments

- 2.1 The Committee is invited to review its appointments to outside bodies where appointments are required set out in Appendix 2.
- 2.2 The internal advisory groups and panels for review are set out in Appendix 3 to this report.
- 2.3 Both schedules reflect changes made throughout the year, which have been agreed at or reported to Committee.
- 2.4 The appendices account for changes made by political groups following the annual meeting of Full Council
- 2.5 At its meeting in June 2021 the Highways and Transport Committee appointed Councillor Neil Shailer and Councillor Mandy Smith as the Member Champions for Non-Motorised Users and these are appointments remain the same.

3. Alignment with corporate priorities

- 3.1 There are no significant implications for the following priorities:

Environment and Sustainability
Health and Care
Places and Communities
Children and Young People
Transport

4. Significant Implications

- 4.1 There are no significant implications within these categories

Resource Implications
Procurement/Contractual/Council Contract Procedure Rules Implications
Statutory, Legal and Risk Implications
Equality and Diversity Implications
Engagement and Communications Implications

Localism and Local Member Involvement

Public Health Implications

Environment and Climate Change Implications on Priority Areas

5. Source documents

5.1 [Membership of Outside Bodies and Internal Advisory Groups and Panels](#)

Highways and Transport Policy and Service Committee Agenda Plan

Published on 1 July 2022

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
[13/09/22]	<i>Reserve Date</i>			2/09/22	5/09/22
4/10/22	Finance Monitoring Report	Sarah Heywood	Not Applicable	23/09/22	26/09/22
	Cashless Parking Solution	Phil Hammer	2022/077		
	HGV Management Policy	Sonia Hansen			
	Traffic Management Act Pt 6 – Moving Traffic Offences Application for Powers	Sonia Hansen			
6/12/22	Finance Monitoring Report	Sarah Heywood	Not applicable	25/11/22	28/11/22
	Civil Parking Enforcement Application	Sonia Hansen	2022/037		
	Parking and Enforcement Policy	Sonia Hansen	2022/036		

[24/01/23]	<i>Reserve Date</i>			13/01/23	16/01/23
7/03/23				24/01/23	27/02/23
[25/04/23]	<i>Reserve Date</i>			14/04/23	17/04/23

To be scheduled

Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)

Please contact Democratic Services democraticservices@cambridgeshire.gov.uk if you require this information in a more accessible format

Cambridgeshire County Council

Appointments to Outside Bodies: Policy and Service Committees

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Guidance Classification	Committee to Approve
A47 Alliance Steering Group To act as a special interest group to support the strategic case for improvements on the A47 corridor between the port at Great Yarmouth and the A1. The A47 Alliance shall support the transport authorities along the route, the New Anglia Local Enterprise Partnership (LEP) and the Greater Cambridge Greater Peterborough LEP.	2	1	Councillor Simon King (C)	Chris Walton Democratic Services Norfolk County Council 01603 222620 Chris.walton@norfolk.gov.uk	Other Public Body representative	Highways and Transport
East-West Rail Consortium Strategic Board The East West Rail Consortium was formed in 1995 with the objective of promoting and securing a strategic railway connecting East Anglia with Central, Southern and Western England, including a spur to Aylesbury.	To be agreed	1	Councillor L Nethsingha (LD)	Steve Cox Executive Director: Place & Economy 01223 745949 steve.cox@cambridgeshire.gov.uk	Other Public Body representative	Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Guidance Classification	Committee to Approve
Fenland Association for Community Transport (FACT) Board The purpose of the Board of FACT is (a) to monitor current progress to date, to have an overview of current services and provide advice where required, suggest improvements, and (b) to steer FACT (and HACT, its parallel service in Huntingdonshire) towards meeting future need, including new initiatives, projects, potential sources of funding	4	1	Councillor C Boden (C)	Steve Shannon Fenland Association for Community Transport Ltd 01354 661234 www.fact-cambs.co.uk	Member of a Management Board of a "Registered Society" under the Co-operative and Community Benefit Society Act 2014.	Highways and Transport
Huntingdon Association for Community Transport (HACT) Board The purpose of the Board of HACT is to (a) monitor current progress to date, to have an overview of current services and provide advice where required, suggest improvements, and (b) to steer HACT (and FACT, its parallel service in Fenland) towards meeting future need, including new initiatives, projects, potential sources of funding.	4	1	Councillor C Boden (Con)	Steve Shannon Fenland Association for Community Transport Ltd Tel: 01354 661234 www.hact-cambs.co.uk	Trustee of a Charity	Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Guidance Classification	Committee to Approve
<p>Parking and Traffic Regulations Outside London Adjudication Joint Committee (PATROL) & Bus Lane Adjudication Joint Committee (BLASJC)</p> <p>PATROL represents over 300 local authorities in England (outside London) and Wales</p>	As required	1 + substitute	<p>Councillor N Shailer (L)</p> <p>Substitute – A Beckett (LD)</p>	<p>Philip Hammer Parking Operations Manager</p> <p>01223 727903</p> <p>Philip.hammer@cambridgeshire.gov.uk</p> <p>Andy Diamond Joint Committee Support Officer</p> <p>adiamond@patrol-uk.info</p>	Other Public Body representative	Highways and Transport
Strategic Transport Leadership Board	TBC	2	<p>Councillor L Nethsingha (LD)</p> <p>Substitutes: Councillor A Beckett (LD) Councillor E Meschini (LD)</p>	<p>Steve Cox Executive Director: Place & Economy</p> <p>01223 715660</p> <p>Steve.cox@cambridgeshire.gov.uk</p>	Other Public Body representative	Highways and Transport

As at 13 May 2022

Appointments to Internal Advisory Groups and Panels

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
A505 Royston to Granta Park Strategic Growth and Transport Study Steering Group To assist in the review and development of schemes identified by the Royston to Granta Park Strategic Transport and Growth Study.	3	3	Councillor H Batchelor (LD) Councillor P McDonald (LD) Councillor B Milnes (LD) Substitutes: Councillor M King (LD) Councillor S van de Ven (LD)	Natasha Hincks Natasha.Hincks@cambridgeshire.gov.uk 01223 715487 Karen Kitchener Karen.Kitchener@cambridgeshire.gov.uk 01223 715486	Highways and Transport
Cambridgeshire and Peterborough NHS Foundation Trust (CPFT) Liaison Group The purpose is to determine any organisational issues, consultations, strategy or policy developments that are relevant for the Health Committee to consider under its scrutiny function.	4	4	Councillor C Dauntton (LD) Councillor S van de Ven (LD) Vacancy Vacancy	Kate Parker Head of Public Health Business Programmes Kate.Parker@cambridgeshire.gov.uk 01480 379561	Adults and Health

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
Consents Working Group To play a key role in ensuring Cambridgeshire protects its interests relating to the following risks: Service; Financial; Reputational.	As and when required	4	Highways and Transport Councillor M McGuire (C) Councillor A Beckett (LD) Councillor N Shailer (L) Councillor T Sanderson (Ind.) Environment and Green Investment Councillor M Goldsack (C) Councillor L Dupre (LD) Councillor N Gay (L) Councillor S Ferguson (Ind.)	Alex Deans alex.deans@cambridgeshire.gov.uk	Highways and Transport Environment and Green Investment
HGV Diamond Area Steering Group To oversee the HGV Diamond area work to assess traffic and HGV movements and endorse the outcomes and make recommendations in respect of the diamond area between the A141, A142 and the A10.	To be confirmed	5	Councillor S Criswell (C) Councillor L Dupré (LD) Councillor D Giles (Ind) Councillor K Reynolds (C) Councillor D Schumann (C) Members to nominate their own substitutes	Lou Mason-Walsh Lou.Mason-Walsh@cambridgeshire.gov.uk 01223 699269	Highways and Transport

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
HCV Working Group	To be confirmed	6	Councillor Criswell (C) Councillor McGuire (C) Councillor Daunton (LD) Councillor L Dupré (LD) Councillor Gough (LD) Councillor Shailer (LD)	Sharon Piper Policy & Regulation Manager sharon.piper@cambridgeshire.gov.uk 01480 372459 Sonia Hansen Traffic Manager sonia.hansen@cambridgeshire.gov.uk	Highways and Transport
Highways Improvement Board The primary objective of the Board is to drive improvements in the Highways and Transport Network Servicing that are aligned with the priorities of the administration.	Monthly	7	Councillor A Beckett (LD)+ Councillor N Shailer (Lib Dem)* Cambridge Councillor (C) A Sharp (C) East Cambs Councillor J French (C) Fenland Councillor M McGuire (C) Huntingdonshire Councillor B Milnes (LD) S Cambs= Councillor D Giles (Ind)^ Substitutes Councillor H Batchelor (LD)= Councillor L Dupré (LD)+ Councillor T Sanderson (Ind)^ Councillor N Shailer (L)*	Sue Procter Sue.procter@cambridgeshire.gov.uk	Highways and Transport

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
Highways and Improvement Panels Established to consider and make recommendations to the Highways and Transport Committee on the allocation of funds for locally led minor highway improvements.	TBC	7	See listings below – Previous appointments listed	Josh Rutherford	Highways and Transport
Cambridge LHI Panel	1	7 (subs allowed)	Councillor A Beckett (LD) Councillor G Bird (L) Councillor R Howitt (L) Councillor E Meschini (L) Councillor L Nethsingha (LD) Councillor C Rae (L) Councillor N Shailer (L)	Josh Rutherford (City & South)	Highways and Transport
East Cambridgeshire LHI Panel	1	6 (subs allowed)	Councillor D Ambrose Smith (C) Councillor P Coutts (LD) Councillor L Dupré (LD) Councillor M Goldsack (C) Councillor D Schumann (C) Councillor J Schumann (C)	TBC (Fenland & East)	Highways and Transport

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
Fenland Rural LHI Panel	1	6 (subs allowed)	Councillor D Connor (C) Councillor S Count (C) Councillor J Gowing (C) Councillor A Hay (C) Councillor S Hoy (C) Councillor S Tierney (C)	TBC (Fenland & East)	Highways and Transport
Huntingdonshire LHI Panel	1	7 (subs allowed)	Councillor S Bywater (C) Councillor S Criswell (C) Councillor I Gardener (C) Councillor D Giles (Ind) Councillor M McGuire (C) Councillor T Sanderson (Ind) Councillor G Wilson (LD)	Anna Chylinska-Derkowska (Hunts)	Highways and Transport
South Cambridgeshire LHI Panel	1	6 (subs allowed)	Councillor H Batchelor (LD) Councillor R Hathorn (LD) Councillor S Kindersley (LD) Councillor P McDonald (LD) Councillor B Milnes (LD) Councillor M Smith (C)	Josh Rutherford (City & South)	Highways and Transport
King's Dyke Local Member Advisory Group To oversee the continued development and delivery of the Scheme and provide a forum for key issues to be considered.	4	4	Councillor N Shailer (L) Councillor C Boden (C) Councillor D Connor (C) Councillor A Beckett (LD)	Lee Baldry Lee.baldry@cambridgeshire.gov.uk 01223 715664	Highways and Transport

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
March Area Transport Study Steering Group To assist in the review and development of schemes identified by the March Area Transport Study.	To be confirmed	2	Councillor French (C) Councillor Gowing (C) Substitute – Councillor Connor (C)	Steve Newby Steve.Newby@cambridgeshire.gov.uk 01223 699811 Matt Bowles Matt.bowles@cambridgeshire.gov.uk 01223 706722	Highways and Transport
Transport Strategy for Fenland Member Steering Group The Transport Strategy for Fenland will form part of the suite of district-wide transport strategies which support the Local Transport Plan (LTP) for Cambridgeshire. It will seek to outline a transport vision and emerging transport infrastructure requirements for Fenland.	4	2	Councillor D Connor (C) Councillor J Gowing (C)	James Barwise James.Barwise@cambridgeshire.gov.uk 01223 703522	Highways and Transport

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
Transport Strategy Huntingdonshire Member Steering Group To assist in the review and development of the Huntingdonshire Transport Strategy.	4	4	Councillor D Dew (C) Councillor S Criswell (C) Councillor R Fuller (C) Councillor M McGuire (C) Two subs to be appointed	James Barwise James.Barwise@cambridgeshire.gov.uk 01223 703522	Highways and Transport
Twenty MPH Member Working Group Established to review the current scoring criteria being proposed [for 20mph zones] and to consider the minimum level of funding required from third parties when making a 20mph application.	TBC	7	Councillor S Criswell (C) Councillor D Dew (C) Councillor M Howell (C) Councillor (LD) Councillor (LD) Councillor (L) Councillor (Ind)	David Allatt David.allatt@cambridgeshire.gov.uk	Highways and Transport

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
Wisbech Access Strategy Member Advisory Group Growth Deal Funding of £1 million has been allocated to the Wisbech Access Strategy, with a further £10.5 million conditional upon delivery of an acceptable package of measures.	6	2	Councillor S Hoy (C) Councillor S Tierney (C)	David Mitchell Interim MID Team Manager david.mitchell@cambridgeshire.gov.uk 01223 706805	Highways and Transport

As at 12 May 2022