

ECONOMY AND ENVIRONMENT COMMITTEE



Cambridgeshire
County Council

Date: Thursday, 10 November 2016

Democratic and Members' Services

Quentin Baker

LGSS Director: Law and Governance

10:00hr

Shire Hall

Castle Hill

Cambridge

CB3 0AP

Council Chamber

Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1. **Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-dec-of-interests>
2. **Minutes of Economy and Environment Committee 13th October 2016** **5 - 26**
3. **Petitions**

DECISIONS

4. **Queen Edith's Way, Cambridge, Proposed Walking and Cycling Improvements** **27 - 40**
5. **Huntingdon Road Cycleway - Phase 2 - proposed Cycling Improvements** **41 - 52**

6.	A10 Harston, Proposed Walking and Cycling Improvements	53 - 62
7.	Trumpington Rd, Cambridge - Phase 2 Proposed Walking and Cycling Improvements	63 - 72
8.	Transport Investment Plan (TIP) and St Neots Section 106 Prioritised Schemes	73 - 112
9.	Bus Service from Newmarket Road Park Ride Via Abbey Ward to Addenbrooke's Hospital	113 - 116
10.	Finance and Performance Report September 2016	117 - 144
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The Economy and Environment Committee comprises the following members:

Councillor Ian Bates (Chairman) Councillor Edward Cearn's (Vice-Chairman)

Councillor John Clark Councillor Lynda Harford Councillor Roger Henson Councillor David Jenkins Councillor Noel Kavanagh Councillor Alan Lay Councillor Mike Mason Councillor Mac McGuire Councillor Joshua Schumann Councillor Mathew Shuter and Councillor John Williams

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

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday 13th October 2016

Time: 10.00 a.m. to 11.29 a.m.

Present: Councillors: I Bates (Chairman), E Cearns (Vice-Chairman), J Clark, B Chapman Councillor Mason), Councillor Harford, R Henson, D Jenkins, N Kavanagh, M McGuire, M Shuter and J Williams

Apologies: Councillor J Schumann.

252 DECLARATIONS OF INTEREST

None

253. MINUTES

The minutes of the meeting held on 1st September was agreed as a correct record.

The Minutes action log was noted and the following issue raised:

- a. 'Minute 189- Finance and Performance Report November 2015 - Land acquisition and licence agreements to allow construction to commence on Yaxley To Farcet cycleway / walkway' - making reference to the latest information he had been provided with, Councillor McGuire sought assurance that, as the land acquisition issue was close to resolution, building the cycleway/ walkway would be treated as a matter urgency as a consequence of the length of time it had taken to reach the current position. The Executive Director provided assurance that once all the actions were completed, the Scheme would receive the highest priority.
- b. Madingley Park and Ride Site - A Member highlighted that with the amount of building work nearby and the use of it made by builders, it was currently at capacity. In response it was indicated officers were aware of the issue.
- c. Minute 247b) Member Led Review Group being set up to analyse completed cycle schemes – The Vice Chairman reminded Members of the need to get back to either the Executive Director Graham Hughes or Bob Menzies if they wished to volunteer to be part of the Group. Currently no nominations had been received and there was a need for cross party representation. Councillor Henson put his name forward for consideration.
- d. Minute 247c) Floating Bus Stops – with reference to the action carried out to provide the detailed report to Members of the Committee, **it was suggested that the report should be added to the public website and given publicity so that Members of the public could access it. Action Mike Davies**

- e. Minute 251 Busway Defects Report – Councillor Mason confirmed that he had received the e-mail sent to him on 5th September included as Appendix 1 to the Minute Action Log which explained that the update report was only going to General Purposes Committee in November in line with standard Council practice that a report should only go the Committee making a decision.
- f. Minute 251b) Garden Villages – Councillor McGuire as an update asked if a submission had been received from Huntingdonshire District Council and the developer regarding a proposal for a garden village and whether any action had been taken to counter the false impression being created that the County Council supported the proposal. In reply it was indicated that currently without more details being provided on transport / education issues, it was too early to confirm whether the Council supported the proposal or not. In response to a request to clarify the issue, **the Executive Director undertook to write to Huntingdonshire District Council as the planning authority to highlight the issues that required clarification. Action**

254. PETITIONS / PUBLIC QUESTIONS

There were no petitions to be considered.

One Member of the public Wendy Blythe, Chair of the Federation of Cambridge Residents Associations was invited to speak having registered a request in advance under the Council Constitution public speaking rights arrangements.

She highlighted that the Federation of Cambridge Residents Associations (FeCRA) welcomed the action point logged in the last minutes of the Economy & Environment Committee 1st September Committee meeting namely c) *reading “To agree to spokes discussing setting up a Member Led Review to assess the success of recent cycleway schemes / floating bus stops and crossings”.*

As part of her presentation the FeCRA Chair highlighted that the budgets for the Hills Road and Huntingdon Road Cycleway Schemes together had been £1.8m and, to date, had overspent by £1.4m. Phase 1 of Hills Road cycleway which had begun on 5th January 2015 had been scheduled to end 'by end of summer 2015 was still not complete, and as a result, was causing major disruption for residents and road users. She highlighted local concerns about safety, consultation and the quality of the work undertaken, as well as environmental concerns.

As further cycle schemes were being planned under the City Deal and Cycling Cities initiatives, she highlighted that residents across Cambridge were becoming alarmed about the impact on their own areas, and questioned whether they represented value for money. To help inform future schemes she suggested that the Committee should, without delay, undertake a review of recent cycleway schemes, including the first phase of the Hills Road Scheme. She suggested that the review would not be a glossy document but should aim to cover budget, timetable, consultation, safety, design and environmental and maintenance issues. The document should undertake a straightforward assessment and offered to provide a template form which her organisation had prepared.

She highlighted that at the 27th May 2014 Economy and Environment Committee Meeting which approved cycleway schemes for Hills and Huntingdon Roads, Mark Lloyd, the former Chief Executive of Cambridgeshire County Council had recommended a review of the schemes which had been filmed and her question was why had this not been done? (Link: <https://www.youtube.com/watch?>) She highlighted that residents were well-informed about the issues and were keen to help support the process in a constructive way through participation in a working party.

The Chairman invited the Committee Members to ask any questions of clarification. In response a question was raised on whether the review she was envisaging was to be greater than Cambridge City, making the point and in referring back to a comment that the Chairman had made earlier in the meeting, that not all cycle schemes were undertaken by the County Council Cycling Projects Team with projects outside of the City being delivered by local cycle teams. Another question was whether any suggestions were being made in relation to other proposed cycle way schemes. Wendy Blythe responded that they were suggesting reviewing the Hills Road scheme to learn lessons from, as it was a major route into Cambridge. She made further reference to the template which they had produced which had been passed to the Committee's Chairman and the Vice Chairman and the Leader of Cambridge City Council. She hoped to ensure the highlighted issues would be sufficiently covered in future projects and to this end resident representatives hoped to engage in a constructive way with the County Council on the working group.

The Chairman thanked Wendy Blythe for her questions, highlighting that the membership had been discussed at the Committee's Spokes meeting and that nominations were currently still being sought from Councillors. **A written response to the issues she had raised would be sent no later than 10 working days after the meeting. Action: M Davies**

255. SERVICE COMMITTEE REVIEW OF THE DRAFT REVENUE BUSINESS PLANNING PROPOSALS FOR 2017-18 TO 2021-22

This report provided an overview of the Draft Business Plan Revenue Proposals for Economy, Transport and Environment (ETE) within the remit of the Committee.

Sections 1 and 2 set out an overview and how the Revenue Budget had been built and included details on inflation forecasts and demographic and cost pressures, and transformation workstream details. Attention was drawn to section 3 the summary of the Draft Revenue Budget including the table in section 3.1 showing the total amount of savings required for each of the following five years with Section 3.2 highlighting that for 2017-18 the majority of the £28.9m saving requirement had been found, but that there was just under £6m still to be identified.

Section 4 provided a narrative overview of the Committee's Draft Revenue Programme with Appendix 1 of the report setting out the full table of proposals, taking account of a series of deleted, amended and new proposals which were also summarised in Appendix 3. Appendix 2 provided the associated Community Impact Assessments.

The main elements contained in Appendix 3 highlighted that:

- the majority of the impacts of demography on services would in future need to be absorbed by those services;
- a small number of the proposals that had been identified and agreed by Members last year were now considered to be unachievable and had been listed;
- a small number of proposals that had been identified last year were not expected to yield the level of savings originally expected and these were listed;
- with the emphasis this year on transformation, the table also contained the items that have been identified within ETE. While this was the current list of proposals, as transformation was a continuous process, it was expected that others would be identified going forward.

Given the level of savings required by the Council as a whole for 2017/18, Appendix 1 contained all current and new proposals that were considered achievable. From the Community Impact Assessments in Appendix 2 and discussions with Members at the initial Budget workshops, it was recognised that a number of the proposals in Appendix 1, although technically achievable, were likely to have very significant impacts and could therefore be considered undesirable. To aid the discussion, a table with the issues considered to be of concern to Members following the workshops was tabled and is included as Appendix 1 to these Minutes.

Through consideration of the report and the additional tabled paper, Members were asked to consider the full list of savings proposals in Appendix 1 to the report and identify any savings that should be removed. In doing so the Committee was reminded that although the Council was not developing its Business Plan through the application of strict cash limits for each service, any savings removed would increase the pressure on the Council as the amounts taken out would still require to be found from other areas. Members were therefore also asked to give some thought / suggestions as to what could replace any recommended removed savings which would go forward to the General Purposes Committee for their consideration.

The Executive Director also highlighted that:

- £30k Street Lighting Team savings had been taken out as they had already been achieved in 2016-17 and therefore couldn't be made again.
- The increased bus lane enforcement income target to be accrued from fines for motorists driving in restricted bus lanes had been taken out, as there had been better than expected compliance by motorists, leading to less fines being imposed.
- Reference (REF) B/R 4.006 Reinstatement of Funding for Non-Statutory Concessionary Fares – this had been an agreed saving in the Budget last year that had later been reversed and paid for from reserves. As a result, it had been added in the papers as set out on page 38 but required a positive affirmation from the Committee to bring it back in the Budget to be shown as a pressure, as otherwise it would disappear.

The Chairman highlighted that Councillor van de Ven the Chairwoman of the Total Transport Steering Group had been due to speak at the Committee but had been taken ill that morning and was therefore unable to attend. As a result, Committee Members'

attention was drawn to the comments she had provided in advance in an e-mail dated 10th October reading as follows (Note the letter from Fenland District Council has been included as appendix 2 to these minutes):

.....at its June 29 meeting, the Total Transport Steering Group was asked to consider the next steps on the Cambridgeshire Future Transport budget for subsidized buses and community transport. It was agreed that all members of the Steering Group should take the very significant option of withdrawing all subsidized bus services back to their groups for discussion.

The next meeting took place on October 5, where Members reported back that the item had been considered and was deemed unacceptable due to the profound negative impact this would have on people who depend on these services. These concerns have been strongly articulated by Fenland District Council in a letter that the Group agreed should be circulated to the EE Committee. The South Cambridgeshire District Council representative concurred with the Fenland view. The Fenland paper rightly points out that no credible alternative services to subsidized buses have been worked out. The Steering Group noted that officer resource has been dedicated to the Total Transport pilot in the Ely area.

At the invitation of the Chairman, Councillor Simon King from Fenland District Council also spoke in support of removing the savings option of reducing Passenger Transport Support of £694k due to the extremely inequitable impact it would have on Fenland residents. Included in his presentation was to highlight that Fenland was not the same as Cambridge with twenty five per cent of Fenland's population living in villages and with many people not having access to a car. As a result they were far more reliant on public transport to go to work / access vital services. In his opinion to take away the community transport subsidy would cost the County Council more in the long run and therefore required more work to be undertaken to identify further options.

In reply to a question asking whether Fenland District Council contributed to their local Community Transport, Councillor King responded indicating that they provided £55k per annum.

Members' comments / questions included:

- Highlighting that the Total Transport Pilot Scheme in Ely had shown how much more complex the issues had been than originally envisaged, with the views of the service operators and users often very entrenched. In addition, unlike Fenland, South Cambridgeshire did not have its own Community Transport organisation. More work was required and therefore it was not considered appropriate to roll out the initiative Countywide in the forthcoming municipal year.
- The present savings proposal did not take account of the Devolution proposals for a combined authority and it would be inappropriate to undertake such a substantial cut at the present time when devolution proposals included taking back public transport locally.

- The need for a proper integrated transport system was a Council-wide issue and should be treated as a corporate pressure.
- The Vice Chairman highlighted the need for a more outcome focused approach making the point that cuts made the previous year had already had an adverse effect on service provision and it would be counter-intuitive to proceed with the savings proposal for the forthcoming municipal year. He suggested the saving proposals in the tabled paper were unviable or would take away the ability to provide services going forward. A more holistic approach was needed which incorporated health implications. He also repeated his request that he had made at General Purposes Committee that there should not be the presumption that the General Council Tax should not rise and that the papers should set out all potential scenarios. Another Member made the point that by not increasing General Council Tax and if in addition the Adult Social Care precept 2% was also not taken, this could lead to a loss over 5 years of approximately a £100m of revenue resources.
- One Member suggested that the text included under section 6 'Alignment with Corporate Priorities' should be making specific reference to the needs of Fenland. Other Members also supported that Fenland was a special case due to its high levels of deprivation and that withdrawing bus subsidy could have an profoundly detrimental effect on mental and physical health in isolated communities. There was a need to build on the Community Transport work currently being undertaken.
- Councillor Mason making reference to ongoing investigations into the Fenland Association for Community Transport (FACT) Company stated that reducing subsidies at the same time would be completely inappropriate.

The Committee in discussion fully supported reinstating the £125,000 funding within the ETE budget of B/R 4.006 Funding of Non-Statutory Concessionary Fares.

Councillor McGuire moved the following additional recommendation which was seconded by Councillor Harford.

“To recommend to General Purposes Committee that the following saving proposals on page 39 of the report should not be taken as savings and for alternative funding proposals to be considered corporately in their place:

- *B/R 6.104 Reduction in Passenger Transport Support -£694,000*
- *B/R 105 Reduce staff following reduction in provision of Passenger Transport Services -£90,000*
- *B/R 106 Remove Transport and Infrastructure Policy and Funding Services that are not Self-Funding -£20,000*
- *B/R 6.107 Remove Transport and Infrastructure Policy and Funding Services that are not self-funding -£30,000”*

Having commented on the draft revenue saving proposals that are within the remit of

the Economy and Environment Committee for 2017/18 to 2021/22,

It was resolved unanimously to:

- a) Note the overview and context provided for the 2017-18 to 2021-22 Business Plan Revenue Proposals for the Service.
- b) Agree to reinstate funding within the ETE budget B/R 4.006 Funding of Non-Statutory Concessionary Fares (£125,000)
- c) Recommend to General Purposes Committee that the following saving proposals are not progressed and for alternative funding proposals to be considered corporately in their place:
 - B/R 6.104 Reduction in Passenger Transport Support -£694,000
 - B/R 105 Reduce staff following reduction in provision of Passenger Transport Services -£90,000
 - B/R 106 Remove Transport and Infrastructure Policy and Funding Services that are not Self-Funding -£20,000
 - B/R 6.107 Remove Transport and Infrastructure Policy and Funding Services that are not self-funding -£30,000

256. FINANCE AND PERFORMANCE REPORT - AUGUST 2016

This report with the detail included in Appendix 1, provides the financial position for the whole of the ETE Service up to the end of August 2016.

The headlines set out in the covering report were as follows:

Revenue: There were no significant variances and ETE was showing a £93k forecast underspend.

Capital: The capital programme was forecast to be on target and £4.1m of the estimated £10.5m Capital Programme Variation has been met. King's Dyke had a forecast variance of -£2.6m and Connecting Cambridgeshire was forecasting a -£1.1m variance as the planned expenditure had been re-profiled. It was anticipated that additional variation would start to appear to contribute further to the overall Capital Programme Variation in future months.

Of the fourteen performance indicators, two were currently red, two amber and ten were green. The indicators that were currently red were:

- Local bus journeys originating in the authority area.
- The average journey per mile during the morning peak of the most congested routes.

At year-end, the current forecast was that one performance indicator would be red (local bus journeys originating in the authority area), eight would be amber and five green. Members' comments / questions included:

- In response to a question on whether this reports performance indicators were for this Committee or Highways and Community Infrastructure Committee, it was explained that the finance contents included were for both Committees but that only Economy and Environment Committee performance indicators were shown.
- Councillor Mason made reference to an e-mail he had sent to the Chairman for which he was still awaiting a response regarding whether the Revenue Budget included provision for the repair of the Guided Busway. It was indicated that a reply had been drafted and would be sent shortly. *(Post meeting note: The reply from the officers had in fact been sent to Councillor Mason the day before the Committee meeting).* As an oral update at the meeting it was explained that the day to day management operating costs and routine repair and maintenance were fully covered by the Access Charges, as the Busway was set up to be self-funding as set out in the contractual agreement to ensure there were no revenue implications. This was why there was no line in the Revenue Account. In respect of repair and rectification of defects, these were still subject to the ongoing legal action for recovery from the original contractor.
- Councillor Mason queried whether the Guided Busway Performance Indicator statistics were valid and whether they represented travel along the whole of the Guideway, or included those passengers who hopped on and off for local journeys around Huntingdon, which in his opinion should not be included. In response, it was indicated that the methodology used was consistent in terms of showing whether there had been an increase or decrease in patronage, and the table in paragraph 4.5 demonstrated that there had been a steady increase in patronage, which remained above the original projections. **The Executive Director agreed to clarify the basis on which the figures are calculated.**
Action: Graham Hughes.
- There was a query regarding the performance indicator “the average journey time per mile during the morning peak on the most congested routes” on how, as the latest data was from September 2014 to August 2015, officers were confident that the current status which was red, would change to amber as the stated year-end prediction. It was explained that the Indicator did have a time lag with the year-end being at 2016-17 and this would be one that officers would need to liaise with Members on to ascertain whether it was still appropriate to continue with when seeking to agree a new set. **It was suggested that other performance indicators should also be reviewed for relevance including ‘Local bus passenger journeys originating in the authority area’.** **Action Graham Amis to feed into SMT Review.** There was a further query on whether for this one more up to date information could not be obtained from Stagecoach which, it was suggested, must be available to provide a monthly breakdown. As a response it was indicated that it was likely to be commercially sensitive business information that they might not wish to disclose.
- One Member in noting there was a separate line in the report for ‘Highways Maintenance’ asked whether there was a separate line for ‘Cycleway Maintenance’ as he had concerns whether there was a budget to maintain cycleways once they had been built. It was clarified in response that there was

no separate line for Cycle Maintenance, as expenditure was included within the Highways Maintenance budget.

Having reviewed and commented on the report contents:

It was resolved to note the report.

257. COUNCILLOR APPOINTMENT TO THE WISBECH ACCESS STRATEGY STEERING GROUP

Growth Deal Funding of £1 million has been allocated to the Wisbech Access Strategy with a further £10.5m for scheme delivery on the condition that works result in an acceptable and deliverable package of measures. The Strategy has now reached a stage where Councillors need to be involved to give a steer regarding schemes going forward and views sought on public engagement and consultation.

A report was received to consider the establishment of a Wisbech Access Strategy Steering Group and to appoint two Cambridgeshire County Councillors to the Steering Group. Democratic Services had written in advance to the four local members and had received three requests for consideration from Councillors Clapp, Hoy and Lay to be put forward as nominations to the two positions.

The Chairman proposed in order to have cross party representation that Councillor Hoy and Lay should be appointed which was seconded by the Vice-Chairman.

It was unanimously resolved:

- a) to approve the establishment of a Wisbech Access Strategy Steering Group.
- b) To appoint Councillors Hoy and Lay as the two County Councillors to serve on the Wisbech Access Strategy Steering Group.

258. ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN

It was resolved:

to note the agenda plan as set out, subject to the changes orally reported as follows:

- Removal of the Corporate Energy Strategy from the November Meeting as this would now be going to General Purposes Committee as the appropriate decision making Committee.
- Abbey Chesterton Bridge Approval to Construct moving from 1st December to the 12th January meeting

Chairman
10th November 2016

ECONOMY AND
ENVIRONMENT
COMMITTEE

Minutes - Action Log



This is the updated action log as at 28th October 2016 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

MINUTES OF THE 15 TH JULY 2015 COMMITTEE					
Minute No.	Report Title	Action to be taken by	Action	Comments	Status
140.	NORTHSTOWE PHASE 2 – SECTION 106 HEADS OF TERMS – resolution b) Delegation on making any minor changes	Juliet Richardson	A delegation was agreed giving the Executive Director of Economy, Transport and the Environment in consultation with Chairman and Vice Chairman of the Committee the authority to make changes to the Section 106 agreements prior to signing.	An update at 27 th October indicated that the S106 was close to being signed off. South Cambridgeshire District Council (SCDC) were still awaiting information on starter homes. The intention was to return to SCDC committee in December with sign off hopefully early in 2017.	ACTION ONGOING

MINUTES OF THE 19TH JANUARY 2016 COMMITTEE

Minute No.	Report Title	Action to be taken by	Action	Comments	status
186.	CHERRY HINTON HIGH STREET – APPROVAL TO CONSTRUCT – POLICY GUIDANCE TREE REPLACEMENT	Richard Lumley	Concern was expressed regarding proposals to plant trees near the highway and there was a request for details on the relevant Policy governing tree planting on / near highways.	Subject to further comments, the timetable now is for the policy approval to be wrapped up as part of the annual HIAMP review (along with a number of other operational policies). This review is scheduled for 14 February 2017 Highways and Community Infrastructure Committee and will therefore come to December Spokes (currently scheduled for 6 th December 2016).	
189.	FINANCE AND PERFORMANCE REPORT – NOVEMBER 2015 a) land acquisition and licence agreements to allow construction to commence on Yaxley to Farcet cycleway / walkway.	Bob Menzies / Ian Wilson Strategy and Estates	It was agreed an update on the current position would be sought from Legal and a written response provided outside of the meeting to the Norman Cross local Councillors (Councillors McGuire and Henson). At the April Committee meeting it was agreed that Cllrs Henson and McGuire and the Chairman (Cllr Bates) and Vice-Chairman (Cllr Cearns) should receive fortnightly updates on progress.	The latest update at 18 th October from Ian Wilson indicated that both the landlord and tenant had agreed to the additional amounts of compensation that had been offered for the land being taken. Therefore, the legal team were currently documenting everything and it was at the above date almost completed.	ACTION ONGOING

MINUTES OF THE 24TH MAY 2016 COMMITTEE

Minute No.	Report Title	Action to be taken by	Action	Comments	status
224.	ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN B) Neighbourhood Planning and Infrastructure Bill	Bob Menzies / Rob Sanderson / Dawn Cave	There was a suggestion that Members required a briefing on the new Neighbourhood Planning and Infrastructure Bill announced in the Queen's Speech on 18 th May and the potential impact this could have on the work of the Council and its district partner, as well as a progress update on the Total Transport Project". In discussion it was suggested that both these would be more appropriate as topics at future Member seminars.	Due to the number of priority topics taking precedence it had not yet been possible to arrange a slot with the October and November member seminars had been ruled out as being too early and priority being given to Budget planning items. A slot for The Total Transport has been added to the March 2017 seminar.	ACTION ONGOING

MINUTES OF THE 9TH JUNE 2016 COMMITTEE

<u>Minute No.</u>	<u>Report Title</u>	<u>Action to be taken by</u>	<u>Action</u>	<u>Comments</u>	<u>Status</u>
247	SERVICE COMMITTEE REVIEW OF THE DRAFT 2017-18 CAPITAL PROGRAMME - MEMBER REVIEW ANALYSING COMPLETED CYCLE SCHEMES	G Hughes / Bob Menzies	The issue raised was whether there was the need for Member Review in respect of analysing completed cycle schemes, including the use of floating bus stops and the crossings created for them, to ensure they represented value for money and to give confidence to the public	This was discussed at the 9th September spokes meeting and Member nominations sought. So far the following nominations had been received; Councillor Henson (UKIP) Councillor Cearns (Liberal Democrat) Councillor Jenkins (Liberal Democrat) Cllr Manning (Liberal Democrat) Cllr Taylor (Liberal Democrat)	ACTION ONGOING

			that best practice was being adopted.	<p>Proposed Liberal Democrat Substitutes Cllrs Leeke and Cllr Van de Ven</p> <p>The terms of reference and approval of the members to be on the Review will require this Committee's approval.</p>	
249.	ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN	Bob Menzies /Rob Sanders -on	The need for a training session to explain to Members the legal complications and potential timescale issues that could arise on proposed developments that required the acquisition of additional land. A proviso was that any presentation from Legal should be provided in simple, non-legal lay person's language.	<p>This was still ongoing. As there was nothing to report on the Training Plan, it had not been included on the current agenda.</p> <p>Due to the proximity of the local elections in 2017 this training, once arranged, was likely to be the last training session organised for the Committee.</p>	ACTION ONGOING
251.	AGENDA PLAN - GARDEN VILLAGES	Action: Graham Hughes	An issue was raised in respect of the Department for Communities and Local Government inviting developers and local authorities to submit expressions of interest for proposals for garden villages. It was agreed that this would be discussed at Spokes as there was a report due on Wisbech Garden Village.	A discussion item titled "Garden Villages & Wisbech Garden Town" was included on the Economy and Environment Spokes meeting on 1 st November.	ACTION COMPLETE

MINUTES OF 13 TH OCTOBER 2016					
253.	MINUTES ACTION LOG UPDATE Minute 247c) Floating Bus Stops –	Action Mike Davies	<p>Members were sent the report on 5th September</p> <p>As a follow on action it was suggested that the report should be added to the public website and given publicity so that Members of the public could access it.</p>	<p>The review of floating bus stops has been published on the County Council's website and can be accessed at this address:</p> <p>https://www.cambridgeshire.gov.uk/huntingdon-road</p>	ACTION COMPLETE
	Minute 251b) Garden Villages – Action	G Hughes	<p>Councillor McGuire asked if a submission had been received from Huntingdonshire District Council and the developer regarding a proposal for a garden village and whether any action had been taken to counter the false impression being created that the County Council supported the proposal. The Executive Director undertook to write to Huntingdonshire District Council as the planning authority to highlight the issues that required clarification.</p>	<p>A letter was sent out from the Executive Director on 28th October to Nigel McCurdy, Corporate Director, Huntingdonshire District Council emphasising that in respect of the Sibson Garden Town proposal, the County Council has not been engaged in any detailed discussions on the proposals and at this stage does not support them, as the Council has not undertaken any assessment.</p>	ACTION COMPLETE

254.	PUBLIC QUESTION - WENDY BLYTHE, CHAIR OF THE FEDERATION OF CAMBRIDGE RESIDENTS ASSOCIATIONS – CYCLING SCHEMES REVIEW	M Davies	<p>Asking why a review had not yet been undertaken. She highlighted that residents were well-informed about the issues and were keen to help support the process in a constructive way through participation in a working party.</p> <p>In response it was highlighted that the membership of the Member-Led Review had been discussed at the Committee's Spokes meeting and that nominations were currently still being sought from Councillors. A written response to the issues she had raised would be sent no later than 10 working days after the meeting.</p>	<p>A response was sent on 25th October with members forwarded the response on 27th October. The response is included at Appendix A.</p>	ACTION COMPLETE
256.	FINANCE AND PERFORMANCE REPORT - AUGUST 2016 a) Guided Busway Response to Councillor Mason	Graham Hughes / Bob Menzies	<p>Councillor Mason made reference to an e-mail he had sent to the Chairman for which he was still awaiting a response regarding whether the Revenue Budget included provision for the repair of the Guided Busway.</p>	<p>Post meeting note: The reply on behalf of the Chairman had in fact been sent to Councillor Mason the day before the Committee meeting on 13th October. It was re-sent to Cllr Mason on 18th October with confirmation requested that he had received them, which was confirmed. The Committee was also sent the responses in an e-mail on 27th October to be able to see the detail of the response that has been provided. Unless there is a different issue this is seen as a definitive response.</p>	ACTION COMPLETE

	b) Guided Busway Performance Indicator	G Hughes	Councillor Mason queried whether the Guided Busway Performance Indicator statistics were valid and whether they represented travel along the whole of the Guideway, or included those passengers who hopped on and off for local journeys around Huntingdon.	An e-mail response was sent to the Committee on 21 st October indicating that Graham Amis the lead officer has confirmed that the figures for Busway passenger journeys are for journeys on any part of the Busway route - not just the guided section. All journeys are counted, regardless of the length of journey.	ACTION COMPLETED.
	C) Review of 'Local bus passenger journeys originating in the authority area'. Action	Graham Amis to feed into SMT Review.	It was suggested that other performance indicators should also be reviewed for relevance including 'Local bus passenger journeys originating in the authority area'. This was noted and would be actioned at the time of the next SMT Review.	Graham Amis has been contacted and asked to progress the action.	ACTION ONGOING.

Appendix A

WRITTEN RESPONSE TO THE PETITION SUBMITTED TO THE OCTOBER ECONOMY AND ENVIRONMENT COMMITTEE

Extract from the draft minutes of the Economy and Environment Committee meeting of 13th October 2016 (shown in Italics):

254. PETITIONS / PUBLIC QUESTIONS

One Member of the public Wendy Blythe, Chair of the Federation of Cambridge Residents Associations was invited to speak having registered a request in advance under the Council Constitution public speaking rights arrangements.

It was stated that the Federation of Cambridge Residents Associations (FeCRA) welcomed the action point logged in the last minutes of the Economy & Environment Committee 1st September Committee meeting namely c) reading “To agree to spokes discussing setting up a Member Led Review to assess the success of recent cycleway schemes / floating bus stops and crossings”.

As part of her presentation the FeCRA Chair highlighted that the budgets for the Hills Road and Huntingdon Road Cycleway Schemes together had been £1.8m and, to date, had overspent by £1.4m. Phase 1 of Hills Road cycleway which had begun on 5th January 2015 had been scheduled to end 'by end of summer 2015 was still not complete, and as a result, was causing major disruption for residents and road users. She highlighted local concerns about safety, consultation and the quality of the work undertaken, as well as environmental concerns.

Officer Response: Appendix 1 gives more information about costs and programme associated with these projects.

As further cycle schemes were being planned under the City Deal and Cycling Cities initiatives, she highlighted that residents across Cambridge were becoming alarmed about the impact on their own areas, and questioned whether they represented value for money. To help inform future schemes she suggested that the Committee should, without delay, undertake a review of recent cycleway schemes, including the first phase of the Hills Road Scheme. She suggested that the review would not be a glossy document but should aim to cover budget, timetable, consultation, safety, design and environmental and maintenance issues. The document should undertake a straightforward assessment and offered to provide a template form which her organisation had prepared.

She highlighted that at the 27th May 2014 Economy and Environment Committee Meeting which approved cycleway schemes for Hills and Huntingdon Roads, Mark Lloyd, the former Chief Executive of Cambridgeshire County Council had recommended a review of the schemes which had been filmed and her question was why had this not been done? She highlighted that residents were well-informed about the issues and were keen to help support the process in a constructive way through participation in a working party.

OFFICER RESPONSE: The minutes of the meeting of May 2014 stated that a review would be undertaken within a year of completion of the projects. Some work is still ongoing in Hills Road, so a review will be undertaken some time before November 2017 in accordance with the minutes.

A review of floating bus stops has already been published on the County Council’s website at this address:

The Chairman invited the Committee Members to ask any questions of clarification. In response a question was raised on whether the review she was envisaging was to be greater than Cambridge City, making the point and in referring back to a comment that the Chairman had made earlier in the meeting, that not all cycle schemes were undertaken by the County Council Cycling Projects Team with projects outside of the City being delivered by local cycle teams. Another question was whether any suggestions were being made in relation to other proposed cycle way schemes. Wendy Blythe responded that they were suggesting reviewing the Hills Road scheme to learn lessons from, as it was a major route into Cambridge. She made further reference to the template which they had produced which had been passed to the Committee's Chairman and the Vice Chairman and the Leader of Cambridge City Council. She hoped to ensure the highlighted issues would be sufficiently covered in future projects and to this end resident representatives hoped to engage in a constructive way with the County Council on the working group.

*The Chairman thanked Wendy Blythe for her questions, highlighting that the membership had been discussed at the Committee's Spokes meeting and that nominations were currently still being sought from Councillors. **A written response to the issues she had raised would be sent no later than 10 working days after the meeting. Action: M Davies***

Officer Response Member led review

Councillors have been asked to volunteer to take part in this cross party, member led review. An initial meeting of interested members will take place at which the Terms of Reference will be discussed and agreed, as well as appointing a Chair.

The review will be countywide, potentially to include any cycling projects, and as such membership of the review could include District Councillors, possibly one from each District. The review group will decide whether it is appropriate to invite interest groups to present information and views as part of the review. The group will also need to consider how it will gather and record information, including the consideration of the form provided by Wendy Blythe.

The first step will be to confirm which members have volunteered to take part in the review.

APPENDIX 1

HUNTINGDON ROAD AND HILLS ROAD

1. COSTS

- 1.1 The current cost for Huntingdon Road is £1.528m, the original estimate was £625,000. The current cost for Hills Road is £1.732m, the original estimate was £1.2m.
- 1.2 The original application for Cycle City Ambition funds from the Department for Transport had to be made in a very tight timescale, in July 2013. Costs were estimated for the seven schemes in the programme with no ground investigation work undertaken, no information on statutory undertakers plant, no consultation or preliminary design work. Segregated cycleways had not previously been delivered in Cambridgeshire (and indeed in few places in the UK at that time), and other features such as the 'Cambridge' kerb, sedum and floating bus stops had never been used in schemes.
- 1.3 At the time of the application very early concepts for segregated cycleways were being developed by the County Council with ideas developing.
- 1.4 The overall successful programme bid was for £4.075m from the Department for Transport. Additional S106 developer funding and residual capital funding have increased the specific budgets for Hills Road and Huntingdon Road, and for the Cycle City Ambition programme generally.
- 1.5 The schemes were discussed by the Economy and Environment Committee in May 2014 and July 2014, and in the report it referred to the fact that there was flexibility within the programme around funding between individual schemes.
- 1.6 Work commenced on the schemes in the programme in 2014, and the first four schemes (A1307, A505, Swavesey and Foxton) were completed below their original estimates.
- 1.7 Due to the following factors, Hills Road and Huntingdon Road have exceeded the original estimates:
 - The need to undertake carriageway repairs.
 - Additional traffic surveys and monitoring.
 - Additional consultation.
 - Decision to undertake footway resurfacing as part of the schemes.

- Increased staff and consultant time due to resolving extensive localised issues including attending meetings, report writing, formal complaints and FOIs.
- Design and consultation work undertaken for Phase 2 of each of the schemes.
- Delays to the programme as set out in 2.2 and 2.5 below.
- Issues associated with bus shelters and real time information displays.
- Use of a non standard 'Cambridge kerb' for which moulds had to be created.

2. PROGRAMME

- 2.1 Works on Huntingdon Road commenced on site on 5 January 2015. The contractor's programme showed completion by the end of Summer 2015.
- 2.2 Additional works were instructed in the section between Storeys Way and Oxford Road, as well as extensive footway resurfacing. Delays to the programme were also caused by clash of working space with Cambridge North West junction works, the need for co ordination with statutory undertakers diversions, and street lighting, as well as issues with bus shelters and real time information equipment.
- 2.3 Due to the 'Christmas Embargo' no works were undertaken in December 2015 and early January 2016. Works were substantially complete by April 2016.
- 2.4 Works on Hills Road commenced on site on 26 January 2015. The contractor's programme showed completion by Summer 2015, though additional works were instructed to repair failed sections of carriageway.
- 2.5 Delays to the programme were also caused by accommodating the laying of new broadband cables, co ordination with street lighting works carried out at the same time, issues with bus shelters and real time information equipment, weekend events that restricted when surfacing works could be programmed in, and works by utility companies.
- 2.6 Due to the 'Christmas Embargo' and concerns about traffic delays and impacts on bus journey times, no works were undertaken from late October 2015 until mid January 2016. Works were substantially complete by September 2016.
- 2.7 In both cases the mobilisation period to commence works was relatively short and this meant sub contractors were appointed late and did not input into the programming. Given the lack of sub contractor input, and the fact that this was the first time that this design of cycleway had been built in Cambridgeshire, it was quickly apparent that a very unrealistic programme had been put together by the main contractor.

- 2.8 Although it was always the case that working time would be restricted to 9.30 to 15.30 hours, it was somewhat underestimated how inefficient such a working window is as often it proves impractical to commence certain activities near the end of the daily construction window.

3. CONCLUSION AND REFLECTIONS

- 3.1 A very tight window to apply for funding, with schemes barely at concept stage, made it difficult to give an accurate estimate of costs for each scheme. Estimates for the rural schemes were more accurate as these types of schemes had been delivered previously.
- 3.2 In terms of programme, the schemes were not delivered in timely fashion, but with a longer lead in time and more involvement from sub contractors, statutory undertakers and others working in the area (street lighting contractors and broadband installers) a more efficient and realistic programme could have been developed.
- 3.3 Lessons learnt will be taken forward to future projects, and shared with other local authorities. The County Council works closely with other Cycle City Ambition cities as well as Transport for London, as part of a professional network.
- 3.4 Further Cycle City Ambition funding was provided in early 2015 and the programme was expanded. Works are on track to substantially complete all of the schemes in the programme by April 2018, and to spend all of the funding allocated, thus in programme-wide terms the overall programme is on track to be delivered on time and to budget, in common with the majority of other cycling infrastructure schemes delivered by the County Council in recent years.

QUEEN EDITH'S WAY, CAMBRIDGE, PROPOSED WALKING AND CYCLING IMPROVEMENTS

To: Economy and Environment Committee

Meeting Date: 10th November 2016

From: Graham Hughes, Executive Director – Economy, Transport and Environment

Electoral divisions: Cherry Hinton and Queen Edith's

Forward Plan ref: 2016/056 **Key decision:** Yes

Purpose: To note the results of the consultation on proposed walking and cycling improvements in Queen Edith's Way, and to consider next steps.

Recommendation: Committee are asked to approve:

a) The implementation of a Dutch style roundabout at Queen Edith's Way/Mowbray Road/Fendon Road junction; and,

b) Further public engagement with residents and stakeholders on improvements for walking and cycling in Queen Edith's Way.

<i>Officer contact:</i>	
Name:	Mike Davies
Post:	Team Leader – Cycling Projects

Email:	Mike.davies@cambridgeshire.gov.uk
Tel:	01223 699913

1. BACKGROUND

- 1.1 Queen Edith's Way links Cherry Hinton to Addenbrooke's. The road is predominantly residential in character, comprising a mix of post war housing set back behind grass verges, with some highway trees in places. **Plan 1** shows the location of Queen Edith's Way.
- 1.2 Currently the only cycling provision is a narrow, shared use path which gives rise to daily conflict between pedestrians and cyclists. Many cyclists choose to ride in the relatively narrow road which is also a bus route. There have been 33 accidents in Queen Edith's Way in the last five years, 25 involving collisions between cars and cycles. The accidents are generally centred around junctions and the Fendon Road roundabout. The Sustainable Travel Manager at Addenbrooke's has described Queen Edith's Way as the worst approach route for cycling to the hospital.
- 1.3 Massive employment growth is planned at both the Addenbrooke's end of Queen Edith's Way (Cambridge Biomedical Campus, Astra Zeneca, Papworth Hospital etc) and near Cherry Hinton (Peterhouse Business Park and expansion of ARM). In terms of current forecasts around employment growth in the area, by 2026 a further 10,500 new jobs will be in place at Cambridge Biomedical Campus. The traffic assessment for the site sets a target of 43% of employees arriving by bike. ARM is expanding too, which will generate more cyclists. Currently 25% of staff cycle to work.
- 1.4 This is also an important route for young people accessing educational establishments. Netherhall Secondary School and Sixth Form is located in Queen Edith's Way. The route is also used by children, accessing private schools and Sixth Form colleges located in the Hills Road/Long Road area and it is an important part of a route to primary schools in the area.

2. SCHEME DEVELOPMENT

- 2.1 The suggestion of a scheme was made by Queen Edith's members some years ago. South Area Committee took on board the concerns raised, and recommended allocating S106 developer funding from the Southern Area Corridor Transport Plan. The Area Committee recommendation was endorsed by the Economy and Environment Committee on 21 October 2014. £3m was allocated to Robin Hood Junction, Cherry Hinton Road and Queen Edith's Way.
- 2.2 The initial budget assumed for Queen Edith's Way was £1.2million given its significant length, though additional specific S106 funds of £225,000 from the Cambridge Biomedical Campus development look likely, thus increasing the scheme budget further.
- 2.3 An initial round of consultation took place in summer 2015 with over 1,100 responses. This revealed that 67% of people felt that improvements were needed to the cycling and walking facilities, and that 39% of people felt unsafe cycling on Queen Edith's Way. The need to improve safety at Fendon Road/Queen Edith's Way roundabout emerged as a major concern.
- 2.4 In March 2016 a stakeholder workshop was held at Netherhall School. The event was attended by local residents and organisations including Stagecoach, Camcycle, Federation

of Cambridge Residents Associations, Queen Edith's Community Forum and ARM. Stakeholders in mixed groups were asked to sketch out possible options using cross sections of the available highway for each section. The workshop helped to shape the proposals for the next stage of the consultation and also helped stakeholders to appreciate the limited space available within the cross section.

- 2.5 The provision of high quality cycling infrastructure will make cycling safer for those already cycling, and, crucially, will make cycling an attractive option for those currently not cycling and for people moving into the area. Without the provision of high quality infrastructure, further significant modal shift to cycling is unlikely to be achieved.

3. PROPOSALS

- 3.1 Queen Edith's Way was broken down into sections for consultation as one length is part of the Ring Road, a 30mph speed limit, and is wider, whereas the other length is now 20mph, not part of the Ring Road, and narrower. The sections are shown in **Plan 2**. Cross sections and montages of each of the options can be seen at this link: <http://tinyurl.com/zvwlfmx>
- 3.2 In the wider length from Fendon Road to Hills Road (Section One), which forms part of the Ring Road, two options were developed for consultation. The cross section of Option One comprises verge, footway and new raised cycleway, whereas in Option Two it comprises footway, verge and new raised cycleway. In both cases the cycleway proposed would be similar, although narrower, to that seen in Hills Road. In this length there is no existing verge or trees next to the carriageway so there would be no loss of verges or highway trees with either option.
- 3.3 For Fendon Road roundabout (Section Two) a Dutch style roundabout is proposed. This type of arrangement has parallel priority crossings (cycle and pedestrian zebra crossings) on each arm, and an annular ring around the edge to enable pedestrians and cyclists to have priority over motor traffic. This type of arrangement has been trialled successfully at the Transport Research Laboratory, and schemes are being developed by Transport for London and Newcastle City Council. Such a design builds on the scheme at Perne Road/Radegund Road implemented in 2013 which has seen a large drop in recorded injury accidents.
- 3.4 In the narrower non ring road length (Section Three) two options were developed for consultation. The cross section of Option One comprises verge, footway and new cycleway, whereas in Option Two it comprises footway, verge and new cycleway.
- 3.5 The carriageway would be narrowed to five metres in width, between two advisory cycle lanes. A similar arrangement has been in place in Gilbert Road (also a bus route) since 2010, though in Gilbert Road the carriageway is 5.6 metres wide, with 1.8 metre wide cycle lanes. In nearby Cherry Hinton High Street (also a bus route) a carriageway width of 4.6 metres has been implemented. Monitoring at Cherry Hinton is being undertaken to gauge its effectiveness. Current traffic flows of 7,000 vehicles per day (7am-7pm) in Queen Edith's Way are the same as those in Cherry Hinton High Street (flows in Gilbert Road are higher).

- 3.6 Option One retains the section of verge directly adjacent to properties, retains encroaching hedges, but it requires the loss of verge next to the carriageway which includes street trees. Option Two requires the loss of verge directly adjacent to properties, and the chopping back of any encroaching hedging. The section of verge nearest the carriageway would be reduced in width with many existing trees lost, however these would be replaced by a new tree planting scheme. Option Two would be a more costly option.
- 3.7 Parking restrictions were also included in the consultation to ensure that new cycling provision is not blocked by cars, though loading and unloading would be permitted.
- 3.8 Depending on the options selected, floating bus stops may be included in the scheme.

4. CONSULTATION

- 4.1 The consultation took place in summer 2016 with three public drop in events held. 647 responses were recorded, 155 were from residents living on Queen Edith's Way. More details of the results can be viewed in **Appendix 1**.
- 4.2 In the length from Hills Road to Fendon Road the preferred option is Option One with 68% of respondents supporting or strongly supporting it. Amongst Queen Edith's Way residents support and opposition for each option was almost equally split, with a slight preference for Option One.
- 4.3 In the length from Fendon Road to Cherry Hinton Road the preferred option is Option One with 63% of respondents supporting or strongly supporting it. Amongst Queen Edith's Way residents there was more opposition than support for both options.
- 4.4 The proposed roundabout changes are well supported (433 people supporting, and 115 opposing) by Queen Edith's Way residents and non residents alike.
- 4.5 Camcycle feel that in Section One the cross sections proposed should be re-examined to see if it is possible to place a line of trees between the motor traffic and cycle lanes. This is possible but only if fluted trees with tall canopies are used otherwise it has an impact on cycleway and footway widths. They strongly support the roundabout and for Section Three on balance they are supportive of the proposed options.
- 4.6 A petition of 270 signatures was also received opposing all options proposed, and a further letter was received from a large number of residents who live in the Hills Road to Fendon Road length stating that they do not wish to have a scheme at all, and they oppose all options proposed.
- 4.7 A well attended public meeting organised by residents has also been held since the consultation closed. Councillors Bates and Cearns have also met with the petitioners, and with the head teacher of Netherhall School.
- 4.8 The local County Councillor for Queen Edith's has also been engaging widely. From these meetings and discussions, it is clear that residents are concerned about the loss of trees and grass verges, and that their primary concern is the safety of young people cycling in the area. A preference to widen the existing shared use paths, with minimal loss of trees and verges is emerging as a preferred option by residents, but such a layout would not give

much of an improvement and would not suitably cater for the inevitable growth in commuter cyclists.

5. MAIN ISSUES

- 5.1 The Dutch style roundabout is likely to improve safety for pedestrians and cyclists, as well as providing priority and convenience at what is currently a difficult location for these users. It may have a small, localised impact on motorised traffic in terms of slight delays on this part of the Ring Road, and would impact slightly on bus services, albeit not Busway or Park and Ride services. There is good support from the consultation to take the scheme forward and to commence detailed design.
- 5.2 Despite support for Option One in the consultation, particularly in the length from Hills Road to Fendon Road, it now appears that neither Option One nor Option Two are well supported in either length by local residents. In Section One from Hills Road to Fendon Road there seems no appetite for a scheme from residents living in this part of Queen Edith's Way. In Section Three from Fendon Road to Cherry Hinton the concerns are loss of grass verge and trees, and worries around narrow traffic lanes with less confident cyclists occasionally sharing space with buses.
- 5.3 The creation of a Local Liaison Forum and a period of further engagement would give an opportunity to share the monitoring results from Cherry Hinton High Street, re-examine the cross sections available in a workshop format, and give more time to develop a scheme with a higher level of local support and buy in. In undertaking further engagement, officers will need to impress upon stakeholders and residents the need to balance issues around employment growth and the needs of commuter cyclists, with local concerns and the needs of younger people cycling to school.
- 5.4 Works to implement a layout in nearby Cherry Hinton High Street that would be similar to Option One proposed in Section Three have just been completed, and post scheme monitoring is taking place. Stagecoach in particular have been very complimentary about the new layout: they have said it allows buses more space when passing cyclists, and the flexibility to use relatively wide cycle lanes if needed; it also encourages compliance with the 20mph speed limit.
- 5.5 The approach of further engagement is supported by the local member, and those active in organising the petition.
- 5.6 The County Council is in talks with an organisation called the Dutch Cycling Embassy which is a group of experts funded by the Dutch government to support other European neighbours in developing cycling projects. It is hoped that the Dutch Cycling Embassy will cement a partnership with the County Council to support in particular the detailed design of the Dutch style roundabout, and to assist in the development of a better supported option for the main lengths of Queen Edith's Way.

4. PROGRAMME AND COSTS

- 5.1 The scheme budget is £1.425 million
- 5.2 The Cycling Projects Team is wholly funded by capital grants and as such all staff time is

booked to projects. Additional engagement, and further development of options will result in less budget available to build a scheme.

- 5.3 In terms of programme, further engagement will push back a date for scheme delivery. There are other schemes coming forward in this part of the city, and the need to co-ordinate roadworks means that delivery of a scheme is likely to follow works at Robin Hood junction and in Hills Road planned for the first half of 2017, and a scheme planned for Fulbourn Road due to start later in 2017. This means a potential start date of Spring 2018 at the earliest.

6. CONCLUSION AND RECOMMENDATIONS

- 6.1 There is good support for a Dutch style roundabout, and working with the Dutch Cycling Embassy will ensure the very best design is developed for a scheme that is likely to attract national interest, but giving a local benefit.
- 6.2 It is clear that further engagement is required to develop the other scheme elements, and to work towards a higher degree of local buy-in and support. Recognition should be made of the fact that this is a strategic route for commuter cyclists as well as a route for school children, and an important piece of infrastructure to ensure that the many new employees going to key business sites do so by more sustainable transport modes.

7. ALIGNMENT WITH CORPORATE PRIORITIES

7.1 Developing the local economy for the benefit of all

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

7.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives. The proposals address a route that is perceived by many cyclists to be unsafe.

7.3 Supporting and protecting vulnerable people

Good quality separate cycling infrastructure potentially means less cycling on footways, and less conflict with elderly and disabled people. The new roundabout proposal will make it easier to cross the road.

8. SIGNIFICANT IMPLICATIONS

8.1 Resource Implications

The scheme is capital funded through S106 developer contributions totalling £1.425million. The scheme is being designed to ensure minimal maintenance and revenue costs.

8.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

8.3 Equality and Diversity Implications

There are no significant implications within this category.

8.4 Engagement and Consultation Implications

There has been extensive public and stakeholder consultation as set out in Sections 2 and 4.

If the recommendations are agreed, then there will be further engagement, and a Local Liaison Forum will be established.

8.5 Localism and local member engagement

There has been extensive public and stakeholder consultation as set out in Sections 2 and 4.

If the recommendations are agreed, then there will be further engagement, and a Local Liaison Forum will be established.

The Project Team have engaged with, and updated local members throughout the scheme development and consultation process and have discussed the recommendations with them.

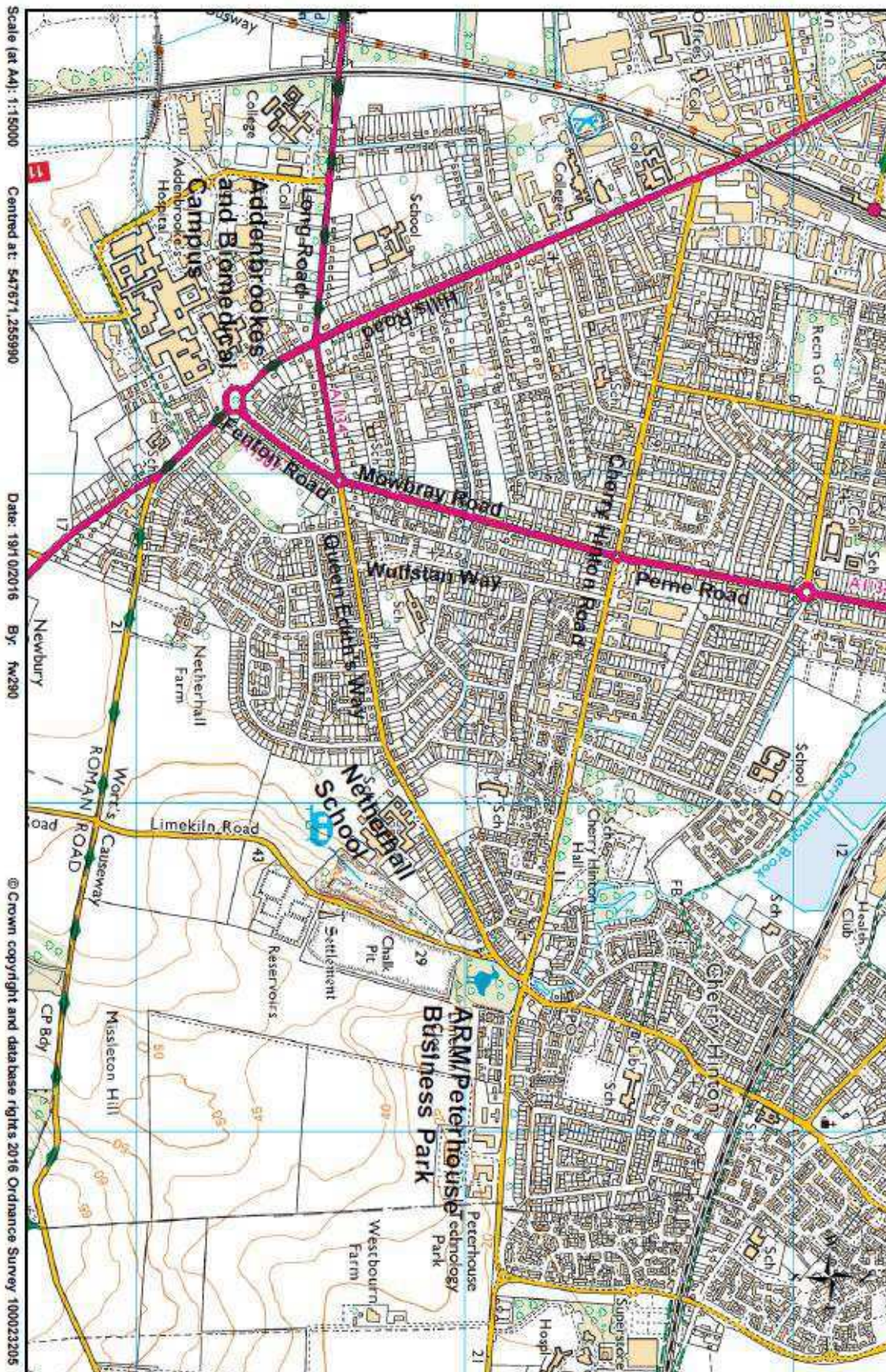
8.6 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health. It is important that people are supported and encouraged to be physically active and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km within the city to be undertaken on foot or by cycle. The proposals support and encourage this.

Source Documents	Location
Consultation responses and petition	Room 310, Shire Hall, Cambridge

PLAN 1 – Location plan



PLAN 2

Proposed Improvement Areas along Queen Edith's Way



APPENDIX 1

Queen Edith's Way

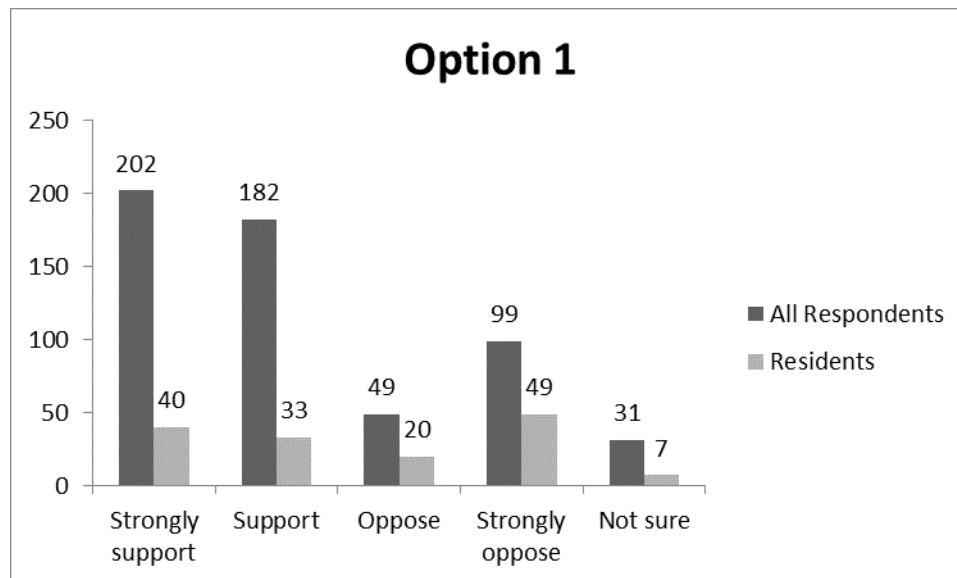
Consultation Results

August 2016

1: To what extent do you support the proposed options in Section 1: Hills Road to Fendon Road Roundabout?

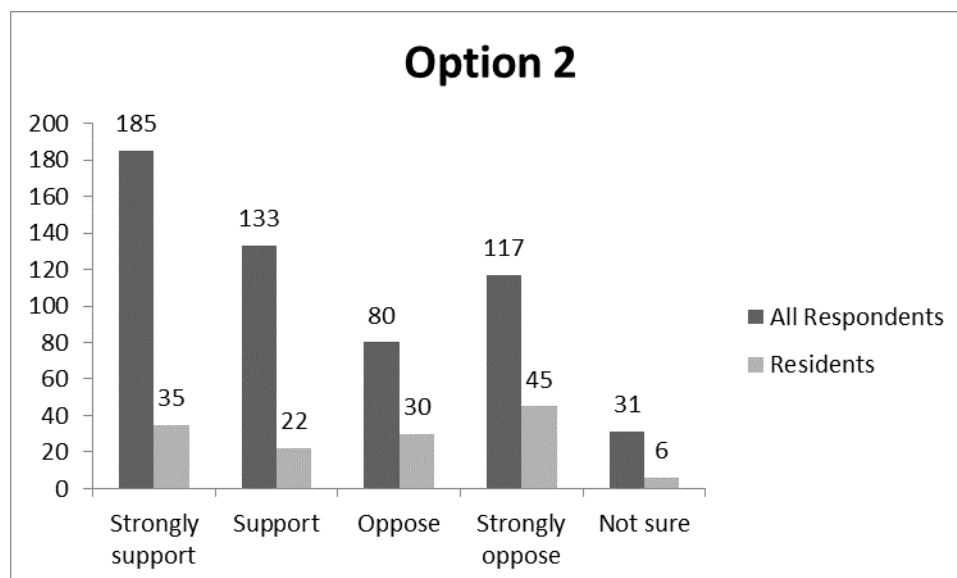
Option 1

This option retains part of the grass verge between property boundaries and the footpath.



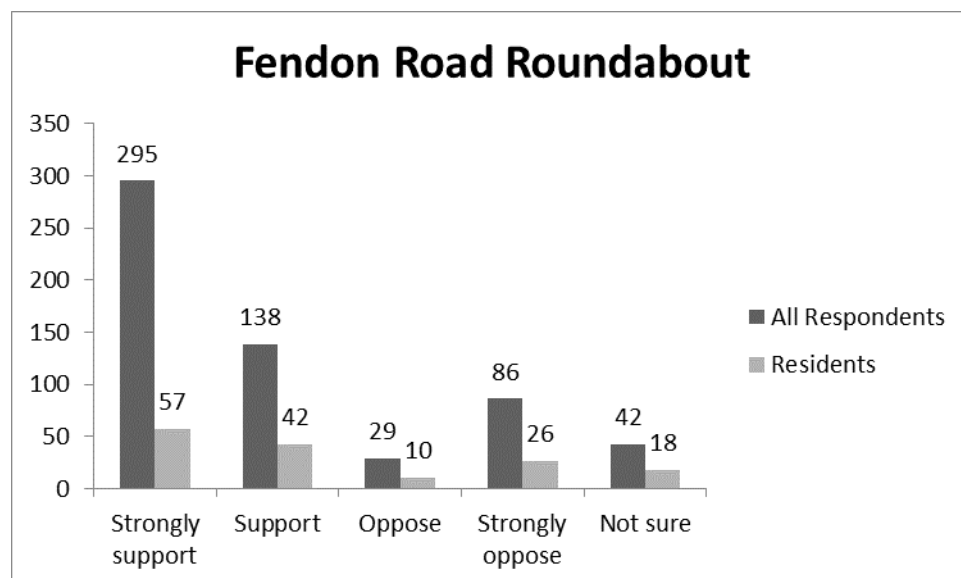
Option 2

Under this option a new grass verge would be created between the footpath and the cycle lane where new trees and lamp columns could be located. The existing grass verge between the property boundary and the footpath would be removed.



2: To what extent do you currently support the proposed option in Section 2: Fendon Road Roundabout?

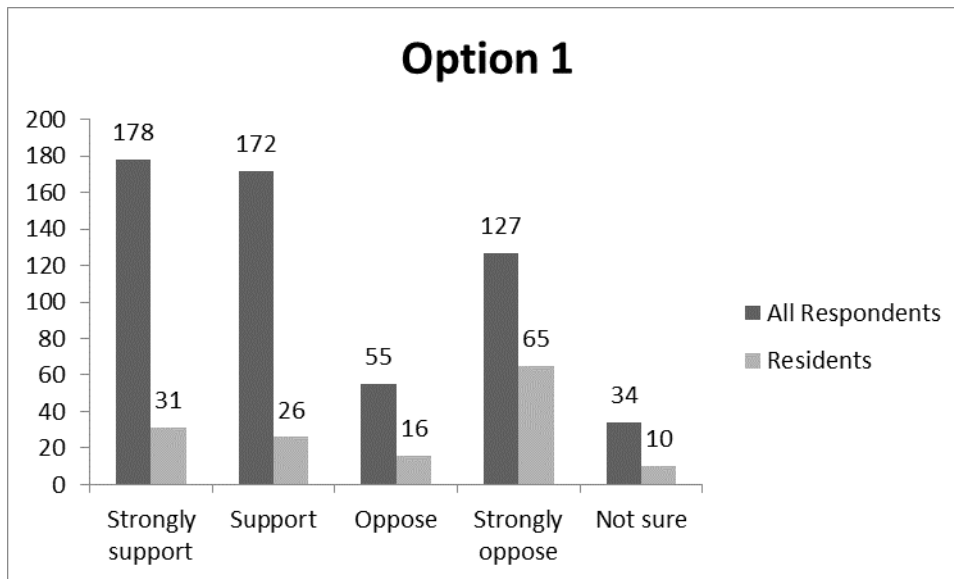
The proposals to the roundabout include an orbital cycle lane which allows cyclists to travel separated from traffic and have priority over the arms of the roundabout. The geometry of the roundabout would be tightened to reduce speed and improve visibility.



3: To what Extent do you support the proposed options in Section 3: Fendon Road Roundabout to Cherry Hinton Road?

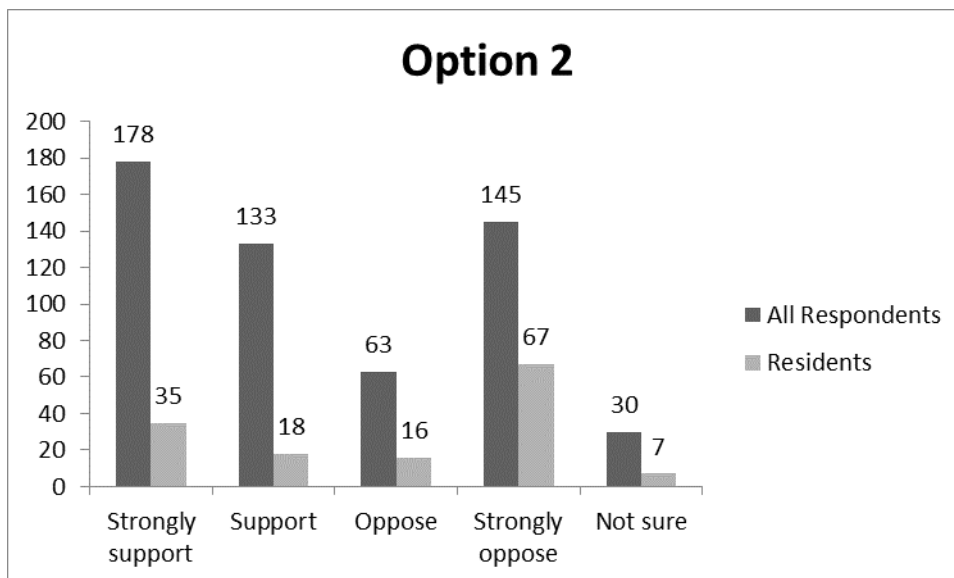
Option 1

This option retains part of the grass verge between the property boundary and the footpath.



Option 2

Under this option a new grass verge would be created between the footpath and the cycle lane where new trees and lamp columns could be located. The existing grass verge between the property boundary and the footpath would be removed.



Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: D Parcell
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: F McMillan
Are there any Equality and Diversity implications?	Yes Name of Officer: T Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: M Miller
Are there any Localism and Local Member involvement issues?	Yes Name of Officer: P Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: T Campbell

HUNTINGDON ROAD PHASE 2, CAMBRIDGE, PROPOSED CYCLING IMPROVEMENTS

To: Economy and Environment Committee

Meeting Date: 10th November 2016

From: Graham Hughes, Executive Director – Economy, Transport and Environment

Electoral divisions: Castle

Forward Plan ref: 2016/036 **Key decision:** No

Purpose: To note the results of the consultation on proposed walking and cycling improvements, and to consider the implementation of the proposals.

Recommendation: Committee is asked to approve the extension of cycling improvements on Huntingdon Road, consisting of:

- a) a continuation of the raised cycle lanes from just beyond Oxford Road towards the junction of Histon Road/Victoria Road;
- b) A floating bus stop near Westfield Lane, subject to some further development work with the Bus Quality Partnership;
- c) Resurfacing and reconfiguration of cycle lane and traffic lanes approaching Histon Road/Victoria Road; and,
- d) An improved outbound cycle lane towards Girton.

<i>Officer contact:</i>	
Name:	Mike Davies
Post:	Team Leader – Cycling Projects
Email:	Mike.davies@cambridgeshire.gov.uk
Tel:	01223 699913

1. BACKGROUND

- 1.1 The proposals aim to improve conditions for pedestrians and cyclists. The proposals are funded by the Department for Transport (DfT) Cycle City Ambition Grant which Cambridgeshire County Council and seven other local authorities were successful in bidding for in 2013. In the bid the County Council proposed to deliver a safe, direct, comprehensive network for cycling and walking, between key destinations in Cambridge and in South Cambridgeshire.
- 1.2 The Cycle City Ambition programme initially comprised seven schemes, including Huntingdon Road and Hills Road in Cambridge, and four schemes in South Cambridgeshire, which are now complete. In 2015 the initial funding of £4.1m was increased further to £10.1m, and the content of the programme was expanded to include funding towards Abbey-Chesterton bridge, A10 Cambridge to Royston, and Quay to Lode, amongst others.
- 1.3 Phase One of Huntingdon Road was approved by the Economy and Environment Committee in July 2014, and works were completed in April 2016. The scheme appears to have been successful in providing segregated cycle lanes with a good quality surface, clear priority over side roads, and floating bus stops to remove conflict between cyclists and buses. Post scheme monitoring is being undertaken as part of a wider DfT Monitoring and Evaluation programme to gauge the effects and impacts of investing in cycling infrastructure. In due course the results will be shared wider.
- 1.4 Phase Two seeks to continue a segregated cycle lane towards the Victoria Road/Histon Road junction and, subject to funding, to add a newly surfaced, red cycle lane on the outbound side of Huntingdon Road, thus providing completely updated provision for cycling on this important route.
- 1.5 A budget of £300,000 has been allocated to the project but there is flexibility across the programme. Further Section 106 developer funding of £140,000 may also be available (subject to additional cycling trips being generated) from the expansion of Girton College.

2. PROPOSALS

- 2.1 Two options for extending the segregated cycle lane towards the city were proposed and can be seen in **Appendix 1**. Option 1 is a continuation of the existing raised cycle lane, surfaced in red, with a 'Cambridge kerb'. Option 2 is a reconfiguration of road space with parked cars moved to the position of the existing cycle lane, with cyclists using the space between parked cars and the footway.
- 2.2 Option 3 in the consultation is simply an outbound widened, resurfaced, red cycle lane extending to Girton.
- 2.3 There is also a proposal to reconfigure the approach to Histon Road/Victoria road junction that would make the city bound cycle lane wider by removing the much lesser used left turn cycle lane. Such a proposal is compliant with proposals associated with the Histon Road Greater Cambridge City Deal scheme.

- 2.4 There is one bus stop in the city bound length of Phase Two near to the junction of Westfield Road. It is proposed to convert this stop to a floating bus stop to be consistent with all of the other city bound stops on Huntingdon Road.
- 2.5 Parking is available in laybys in this length of Huntingdon Road, which is a mix of residents' parking and metred parking. Consideration was given to removing parking within the scheme.
- ### 3. CONSULTATION
- 3.1 The consultation took place from 16 May to 27 June 2016. A total of 504 survey responses were recorded. Two public drop in events were held. There was good support generally for making improvements, and the results can be seen in **Appendix 2**.
- 3.2 The questionnaire asked people to look at the individual options and then show their support or opposition for each one rather expressing a preference for a particular proposal. In terms of the city bound options, 67% supported Option 1, and 52% supported Option 2
- 3.3 Continuing to give priority for cyclists as deployed elsewhere in Huntingdon Road proved popular with 73% supporting this idea. 69% of respondents supported floating bus stops, and 58% supported making changes to the lanes approaching Histon Road/Victoria Road junction. Only 44% supported removal of parking bays.
- 3.4 The local County Member is very supportive of delivering Option 1 to complete the raised cycle lane design towards the city, and of Option 3 to provide an outbound facility to Girton, as well as reconfiguring cycle lanes approaching Histon Road/Victoria Road junction.
- 3.5 Stagecoach and the Bus Quality Partnership still have some reservations about floating bus stops and feel that the current design could be improved by providing 2.5 metres of width on the boarding islands, and ensuring that the remaining road space allows traffic to pass a bus that has stopped, and for buses overtaking buses not to encroach onto opposing cycle lanes. Particular concerns have been expressed regarding the stop included in this scheme based around a road width issue. A bus stopped here will have some impact on holding other traffic back due to the limited road width, though this is not a particularly busy bus route so the traffic held will not be buses.
- 3.6 Camcycle expressed concerns about all of the proposed options, however, they highlighted Option 2 as their preferred option once some changes are implemented. These changes are: the inclusion of a buffer zone between parking bays and the cycle lane; the widening of the cycle lane to 2.5m and the reduction of the carriage lane to 3.2m. With regards to the Huntingdon Road/Histon Road junction, Camcycle propose a protected cycle lane that extends all the way to the junction.

4. PROGRAMME AND COSTS

- 4.1 The scheme budget is £300,000
- 4.2 Until detailed design is complete and discussions have concluded with contractors it is not possible to offer a completely firm programme. Based upon the earlier phase of Huntingdon Road it would seem likely that works will be confined to Monday to Friday,

09.30-15.30hrs with surfacing works at weekends, and works undertaken under two way traffic signals. The works duration on this basis would be 3-5 months. Prior to starting work, there would be extensive publicity including details of the programme and traffic management that will be in place.

5. MAIN ISSUES

- 5.1 The preferred option from the consultation was Option 1 which is a continuation of the raised cycleway segregated by a 'Cambridge kerb'. 67% of respondents strongly support or support this option, compared to 52% for Option 2. Local members also prefer this option.
- 5.2 Option 2 has the potential to provide a safer, more attractive cycle route, but requires the extensive relocation of statutory undertakers plant and much more complex design work to resolve many issues of detail. Space available does not really allow for the kind of 'protected bike lane' used extensively in North America.
- 5.3 The consultation asked for views on removing parking all together along this length of Huntingdon Road, which was generally not popular. Such a move would impact on revenue from on street parking, availability of parking for residents and their visitors, and convenient parking available for bed and breakfast establishments. 'Dooring' from parked cars is considered to be a relatively low risk at this location due to the low turnover of parking bays and the relatively generous width offered by the new cycle lane.
- 5.4 Option 3 was included in the consultation as something relatively easy to deliver that could be implemented if sufficient funding is available in the overall programme. It was well supported, and in the context of retaining mature trees is the most suitable provision for making cycling more attractive in this length.
- 5.5 Stagecoach and the Bus Quality Partnership have some concerns about the use of floating bus stops and would like to see more evidence of the benefits. One is proposed as part of the scheme. An independent report has been completed by Sustrans concluding that there is very minimal conflict between pedestrians and cyclists at the new stops. Discussions continue between the Project Team, Stagecoach and the Bus Quality Partnership.
- 5.6 There is a desire to retain the central islands that are used as informal crossing points. Fitzwilliam College students regularly use these to cross Huntingdon Road. As many of these as possible will be retained.
- 5.7 There is support for the proposal to reallocate lane widths at the Histon Road junction which would include resurfacing the junction approach and these changes are proposed as part of the scheme. Longer term if further funding becomes available, the junction as a whole could be reviewed further to see if an even safer arrangement for cyclists could be provided such as some form of separate traffic signals or more segregation.

6. CONCLUSION AND RECOMMENDATIONS

- 6.1 It is proposed to implement Option 1 with as many crossing islands as possible retained, and a reallocation of lane space approaching Histon Road junction. It is also recommended that Option 3 proceed if there is sufficient funding.

6.2 Through detailed design it is proposed to develop a design for Westfield Road bus stop that gives reassurance to bus operators.

6.3 The Cycle City Ambition programme funding ceases on 1st April 2018, so work would need to commence by September 2017 at the latest. Other than political approval there are no other approval processes to work through, so unless approval is delayed the scheme should be deliverable within the timeframe.

7. ALIGNMENT WITH CORPORATE PRIORITIES

7.1 Developing the local economy for the benefit of all

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

7.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives. The proposals address a route that is perceived by many cyclists to be unsafe.

7.3 Supporting and protecting vulnerable people

Good quality separate cycling infrastructure potentially means less cycling on footways, and less conflict with elderly and disabled people. Retaining central islands will aid pedestrians seeking to cross the road.

8. SIGNIFICANT IMPLICATIONS

8.1 Resource Implications

The scheme is capital funded by the DfT from an overall programme budget of £10.1million. There is flexibility, but the overall scheme budget is £300,000. The scheme is being designed to ensure minimal maintenance and revenue costs.

8.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

8.3 Equality and Diversity Implications

There are no significant implications within this category.

8.4 Engagement and Consultation Implications

There has been extensive public and stakeholder consultation as set out in Section 3.

If the recommendations are approved officers will contact stakeholders following the meeting to tell them of the Committee decision.

The start of works will be widely communicated to residents and the travelling public.

8.5 Localism and local member engagement

There has been extensive public and stakeholder consultation as set out in Section 3.

The Project Team have engaged with, and updated local members throughout the scheme development and consultation process, and have discussed the recommendations with them.

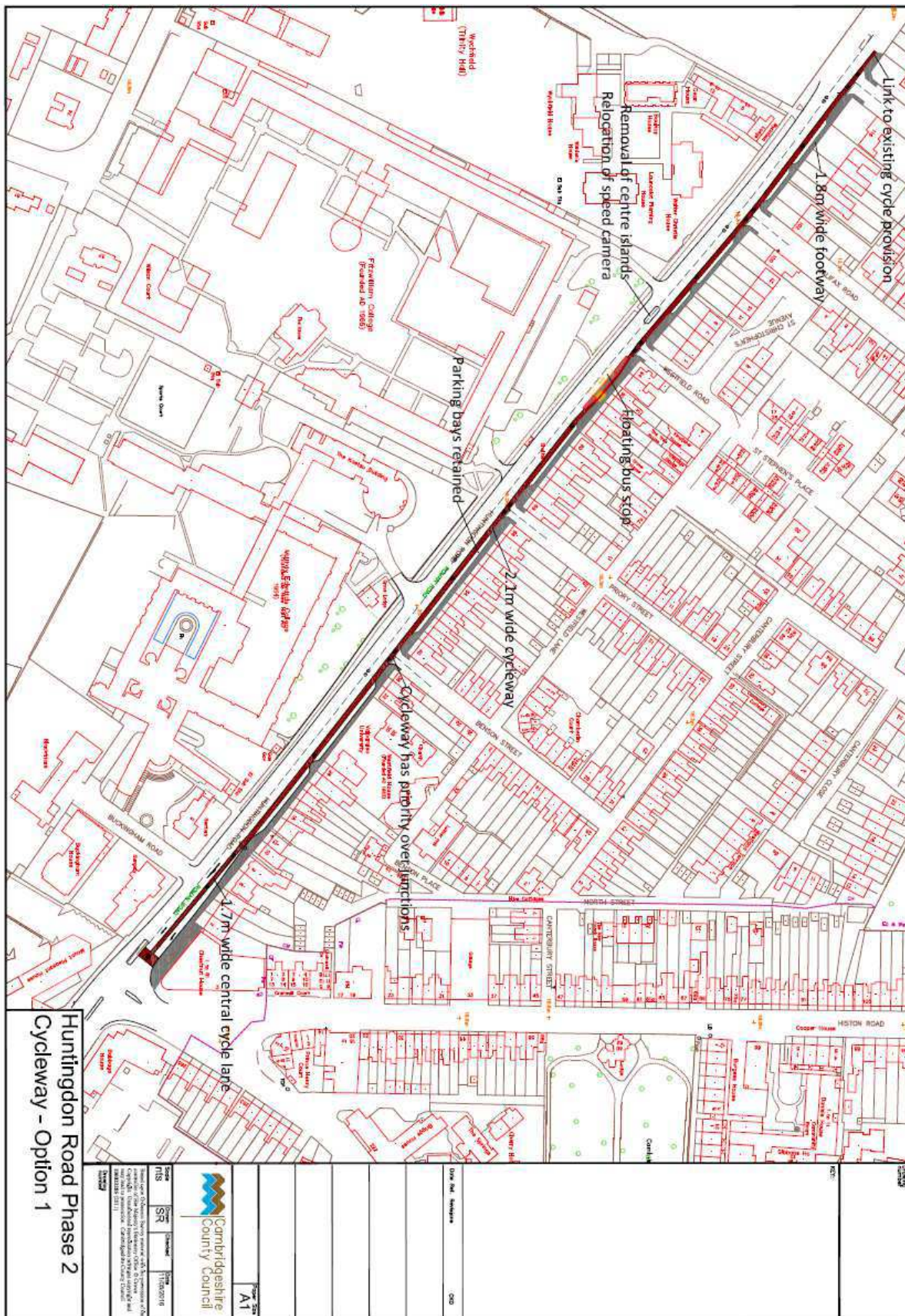
8.6 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health. It is important that people are supported and encouraged to be physically active and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

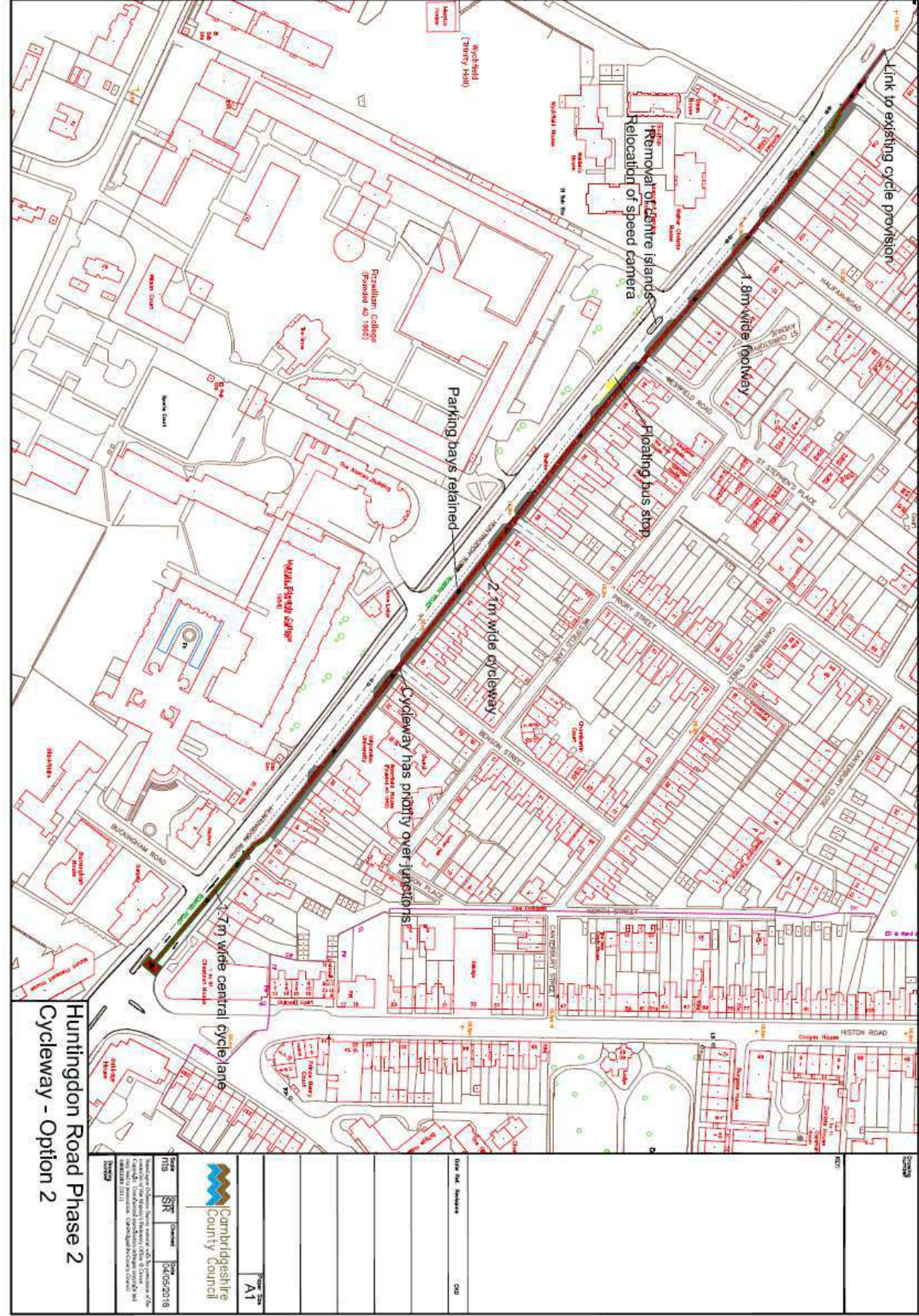
The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km within the city to be undertaken on foot or by cycle. The proposals support and encourage this.

Source Documents	Location
Consultation responses	Room 310, Shire Hall, Cambridge

OPTION 1



OPTION 2



APPENDIX 2

Cycleways on Huntingdon Road

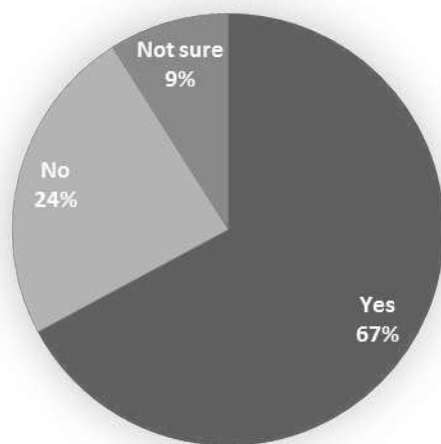
Consultation results

August 2016

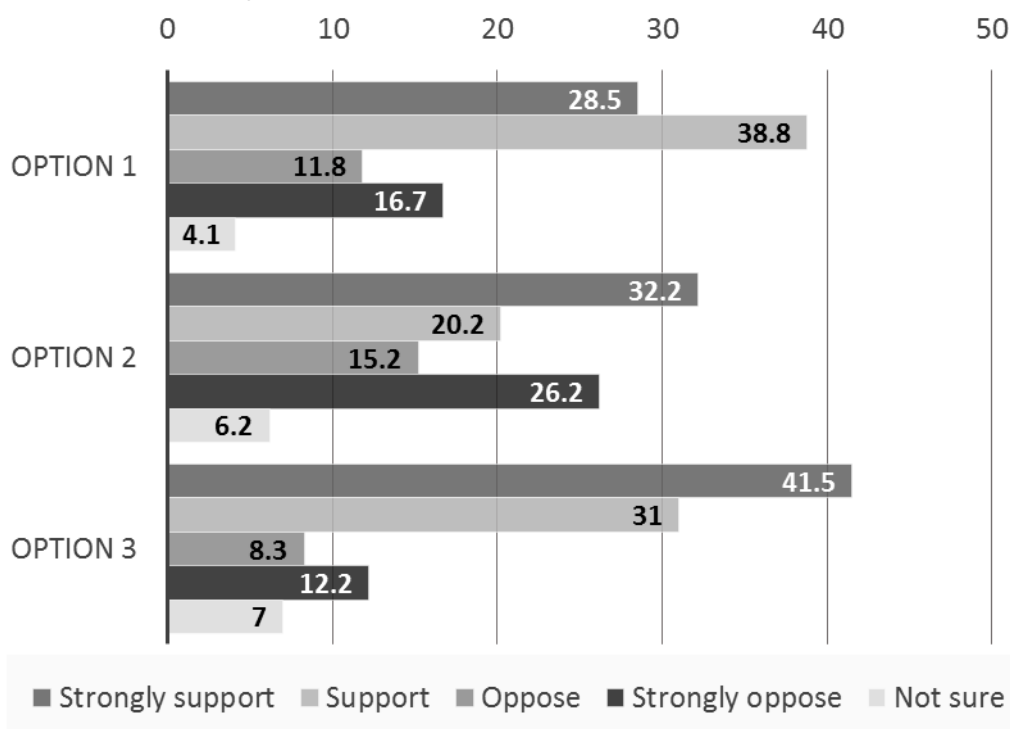
In total we received 504 responses to the consultation. This includes paper surveys, online surveys, email responses, attachments to paper surveys and written comments at events. Survey responses totalled 491, emails 8, attachments to paper surveys 3 and written comments 2.

Responses to survey questions

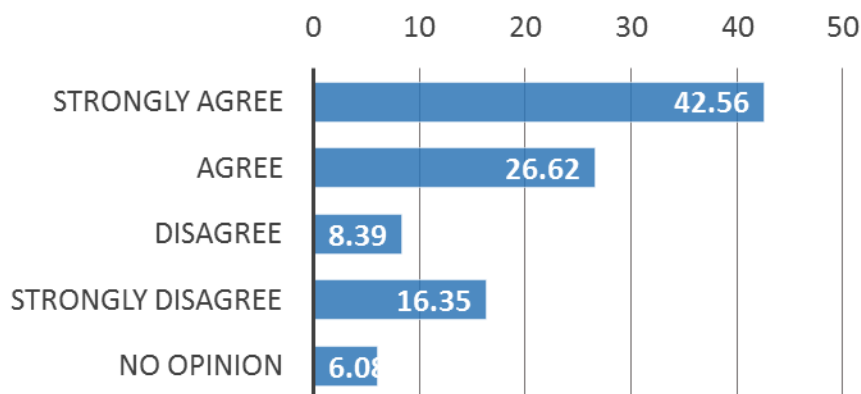
1. Do you see a need for cycling improvements on Huntingdon Road (between Richmond Road and Histon Road)?



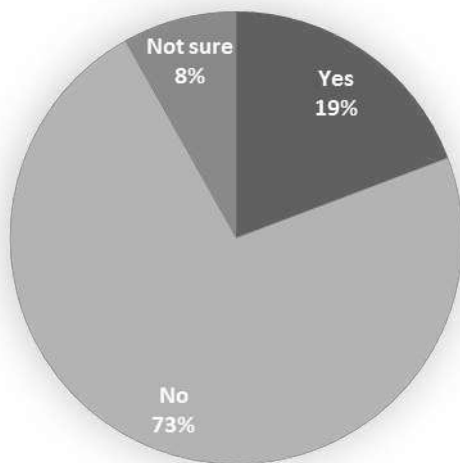
2. To what extent do you support the proposed options?



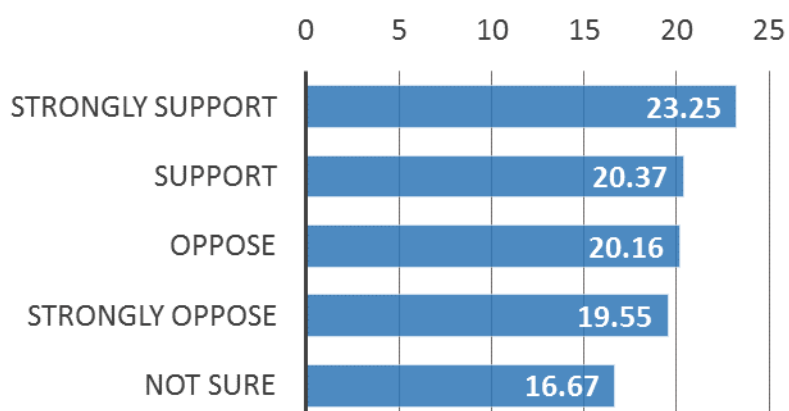
3. Should the new bus stop layout be considered (for Options 1 and 3)?



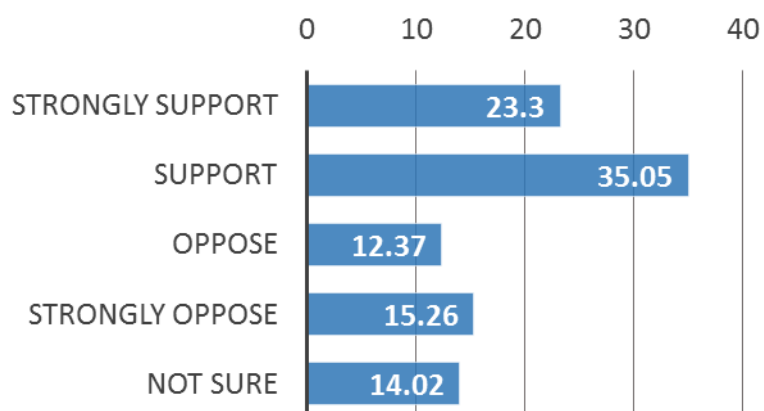
4. In Option 2 (cycle lane between parking bays and footway) the cycle lane would have priority over traffic from side roads. Do you have any objection to this?



5. To what extent would you support the removal of parking bays between Richmond Road and Histon Road?



6. To what extent do you support the proposed changes in the approach to the junction of Huntingdon Road with Histon Road?



Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: D Parcell
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: F McMillan
Are there any Equality and Diversity implications?	Yes Name of Officer: T Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: M Miller
Are there any Localism and Local Member involvement issues?	Yes Name of Officer: P Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: T Campbell

A10 HARSTON, PROPOSED WALKING AND CYCLING IMPROVEMENTS

To: Economy and Environment Committee

Meeting Date: 10th November 2016

From: Graham Hughes, Executive Director – Economy, Transport and Environment

Electoral division: Sawston

Forward Plan ref: 2016/043 **Key decision:** Yes

Purpose: To note the results of the consultation on proposed walking and cycling improvements in Harston, and to consider the implementation of the proposals.

Recommendation: Committee are asked to approve the implementation of improvements for cyclists and pedestrians on the A10 at Harston, consisting of:

- a) An improved foot and cycleway on the west side; and,
- b) A new controlled crossing located between Church Street and Station Road.

<i>Officer contact:</i>	
Name:	Mike Davies
Post:	Team Leader – Cycling Projects
Email:	Mike.davies@cambridgeshire.gov.uk
Tel:	01223 699913

1. BACKGROUND

- 1.1 The proposals aim to improve conditions for pedestrians and cyclists on the A10 through Harston. The A10 is a former trunk road which carries around 12,000 vehicles a day, and provides a link between the A505 at Royston and the M11 at Trumpington. In the Trumpington area and north of Harston, there has been considerable housing growth, and there are also a number of business parks and employment sites in the local area.
- 1.2 Levels of cycling are relatively low in Harston compared with other villages immediately to the south or west of the city. The 2011 census revealed 9% of people cycling to work from Harston, compared to 23% from Barton and 18% from the Shelfords.
- 1.3 Currently there are narrow shared use paths on both sides of the A10. The narrowness brings cyclists into conflict with pedestrians, and makes for a very unsatisfactory situation for all parties. Confident, commuter cyclists tend to stay on the road, mixing with heavy traffic and having the effect of holding traffic up due to the central islands, which are intended to act as traffic calming.
- 1.4 The scheme is funded by the Department for Transport (DfT) Cycle City Ambition Grant which Cambridgeshire County Council and seven other local authorities were successful in bidding for in 2013. In the bid the County Council proposed to deliver a safe, direct, comprehensive network for cycling and walking, between key destinations in Cambridge and in South Cambridgeshire.
- 1.6 The Cycle City Ambition programme initially comprised seven schemes, including Huntingdon Road and Hills Road in Cambridge and four schemes in South Cambridgeshire, which are now complete. In 2015 the initial funding of £4.1m was increased further to £10m, and the content of the programme was expanded to include funding towards Abbey-Chesterton bridge, A10 Cambridge to Royston and Quy to Lode.
- 1.7 Cambridgeshire County Council and Greater Cambridge City Deal have been working to develop and improve a continuous, safe cycle route from Cambridge to Royston along the A10 corridor. The adopted Transport Strategy for Cambridge and South Cambridgeshire promotes the implementation of sustainable transport interventions on corridors. Such a route would link to employment sites and transport hubs, as well as encouraging more sustainable local trips between villages along the corridor.
- 1.8 Whilst it is envisaged that few people would cycle on a daily basis on the entire length of a route between Royston and Cambridge, it is recognised that many people would use distinct sections, perhaps to cycle to a railway station or between villages. The corridor is full of trip generators such as employment sites, railway stations, educational establishments, leisure destinations and housing developments. Within a mile or so of the corridor lies a further network of villages and employment sites, hence the corridor acting as a spine route.
- 1.9 **Plan 1** shows the progress so far in implementing a cycle route from Cambridge to Melbourn. The section from Melbourn to Royston (not shown on the plan) is subject to a Growth Fund bid.

- 1.10 A key part of the route is the section in Harston. The scheme needs to cater for local trips within Harston to the school and shops, as well as longer distance commutes on the A10. The facility needs to be of sufficiently high standard to attract all types of cyclists, minimising conflicts with pedestrians and ideally removing cyclists from the carriageway to allow buses, commercial vehicles and general traffic to have reliable journey times.

2. PROPOSALS

- 2.1 Currently there are narrow shared use paths on both sides of the A10 through Harston. The proposed scheme seeks to implement a three metre wide shared use path on the west side of the road, together with a new controlled crossing on the A10, and improved crossings of accesses and side roads.
- 2.2 To accommodate the improved foot and cycleway a layby will be reduced in size on the west side, with some spaces retained and additional spaces added on the east side. There are a number of shops and businesses in this area.
- 2.3 There are no proposals impacting on bus stops included in the scheme.

3. CONSULTATION

- 3.1 An initial public consultation for improvements in Harston took place in November 2015 with a number of well attended public exhibitions held. 554 responses were received, with 85% supporting the initial proposals. The proposals were then modified into a final scheme, taking into account the issues raised and comments made.
- 3.2 A further consultation exercise was undertaken on the modified scheme in June 2016 with an extensive letter drop undertaken in Harston and a drop in event held. The most common comments made related to concerns about loss of some parking bays, loss of a length of guardrail, drainage issues and concerns about Church Street junction.
- 3.3 The concerns made by residents generally were echoed by the Parish Council and local Councillors.
- 3.4 CTC (Cyclists Touring Club) Cambridge were keen to see an improved crossing facility included between Church Street and Station Road which has been accommodated in the proposals. Camcycle requested that priority be offered to cyclists at the two Church Street junctions which has been investigated, but on balance the improvements here will be confined to shortening the crossing points and making it easier to cross, but not with priority.

4. PROGRAMME AND COSTS

- 4.1 The scheme budget is £1.2million though there is some flexibility across the Cycle City ambition programme.
- 4.2 Until detailed design is complete and discussions have concluded with contractors it is not possible to offer a firm programme. Some of the works can be executed working from the grass verge, without traffic signals in place causing minimal delays, but some works using temporary traffic signals are inevitable. The establishment of an advisory diversion route, to

minimise traffic delays is being considered. Prior to starting work, there will be extensive publicity including details of the programme and traffic management that will be in place.

5. MAIN ISSUES

- 5.1 The plans that were consulted on included the loss of approximately six parking spaces (outside a hair salon), to accommodate the wide shared use path on the west side. Concern has been expressed about this from residents, local Councillors and the Parish Council. Although additional bays will be provided on the opposite side, to address local concerns officers propose to accommodate at least two parking bays with a limited waiting restriction on the west side, but 'dooring' from parked cars may remain a risk.
- 5.2 Safety concerns have been raised around the proposed removal of pedestrian guardrail on the bend north of Church Street junction. Clearly the guardrail adds to a feeling of protection for users on what is a very busy road, but its presence reduces the useable width of the path. Officers propose to narrow the carriageway at this location in order to widen the foot and cycleway and retain the guardrail.
- 5.3 Drainage at property entrances is a concern for some residents. Between the BP garage and London Road there is a cross fall towards the properties as the A10 is effectively on a causeway through the village. The provision of drainage measures across driveway entrances feeding into a drainage system will be included in the scheme.
- 5.4 A number of suggestions were made relating to remodelling Church Street junction. Much of the land there is not public highway, and there is a historic pump at this location. Due to these constraints, and the likely costs, such remodelling is realistically beyond the scope of the project. There is some contention about who ought to have priority. Motorists turning off the A10 have to make a quick decision and find a gap in heavy traffic, so giving priority for cyclists might be problematic, despite the fact that it is desirable to provide continuous facilities to make them attractive as per the consultation response from Camcycle. Officers propose to tighten the kerb radii to reduce the crossing distance for cyclists, but not to give them priority.
- 5.5 County Councillor Orgee broadly supports the scheme on the basis that pedestrian guardrail near Church Street is retained and some parking remains outside the hair salon on the west side of the road. He feels that Church Street junction should have been remodelled as part of the scheme, though as set out in 5.4 above this is not realistically possible.
- 5.6 Harston Parish Council are supportive of the scheme, and also would like to retain the guardrail as well as ensuring at least two parking spaces are retained outside the hairdressers.
- 5.7 Careful thought will need to be given to construction methods and working hours. The importance of the route and lack of alternatives means a road closure would not be possible. The relatively built up nature of the A10 through Harston means that it is not possible to undertake the works at night. Restricted working hours of 9.30am to 3.30pm looks to be the only option, and is likely to lead to some traffic delays for some months. Officers will explore all options for publicity and signing of advisory diversion routes in a bid to minimise disruption. Surfacing works and some other operations could be programmed

for weekend working.

6. CONCLUSION AND RECOMMENDATIONS

- 6.1 The final proposed scheme is shown in **Appendix 2**.
- 6.2 In summary, the scheme has been amended in response to the consultation, but still offers major benefits to cyclists and pedestrians, and should improve road safety and the perception of safety. Both local members and the Parish Council broadly support the proposals.
- 6.3 The Cycle City Ambition programme funding ceases on 1st April 2018, so work would need to commence by September 2017 at the latest. Other than political approval there are no other approval processes to work through, so unless approval is delayed the scheme should be deliverable within the timeframe.

7. ALIGNMENT WITH CORPORATE PRIORITIES

7.1 Developing the local economy for the benefit of all

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

7.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives. The proposals address a route that is perceived by many cyclists to be unsafe.

7.3 Supporting and protecting vulnerable people

Wider, shared use paths should make for less conflict with elderly and disabled people.

8. SIGNIFICANT IMPLICATIONS

8.1 Resource Implications

The scheme is capital funded by the DfT from an overall programme budget of £10.1million. There is flexibility, but the overall scheme budget is £1.2million. The scheme is being designed to ensure minimal maintenance and revenue costs.

8.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

8.3 Equality and Diversity Implications

There are no significant implications within this category.

8.4 Engagement and Consultation Implications

There has been extensive public and stakeholder consultation as set out in Section 3.

If the recommendations are approved officers will contact stakeholders following the meeting to tell them of the Committee decision.

The start of works will be widely communicated to residents and the travelling public.

8.5 Localism and local member engagement

There has been extensive public and stakeholder consultation as set out in Section 3.

The Project Team have engaged with, and updated local members throughout the scheme development and consultation process, and have discussed the recommendations with them.

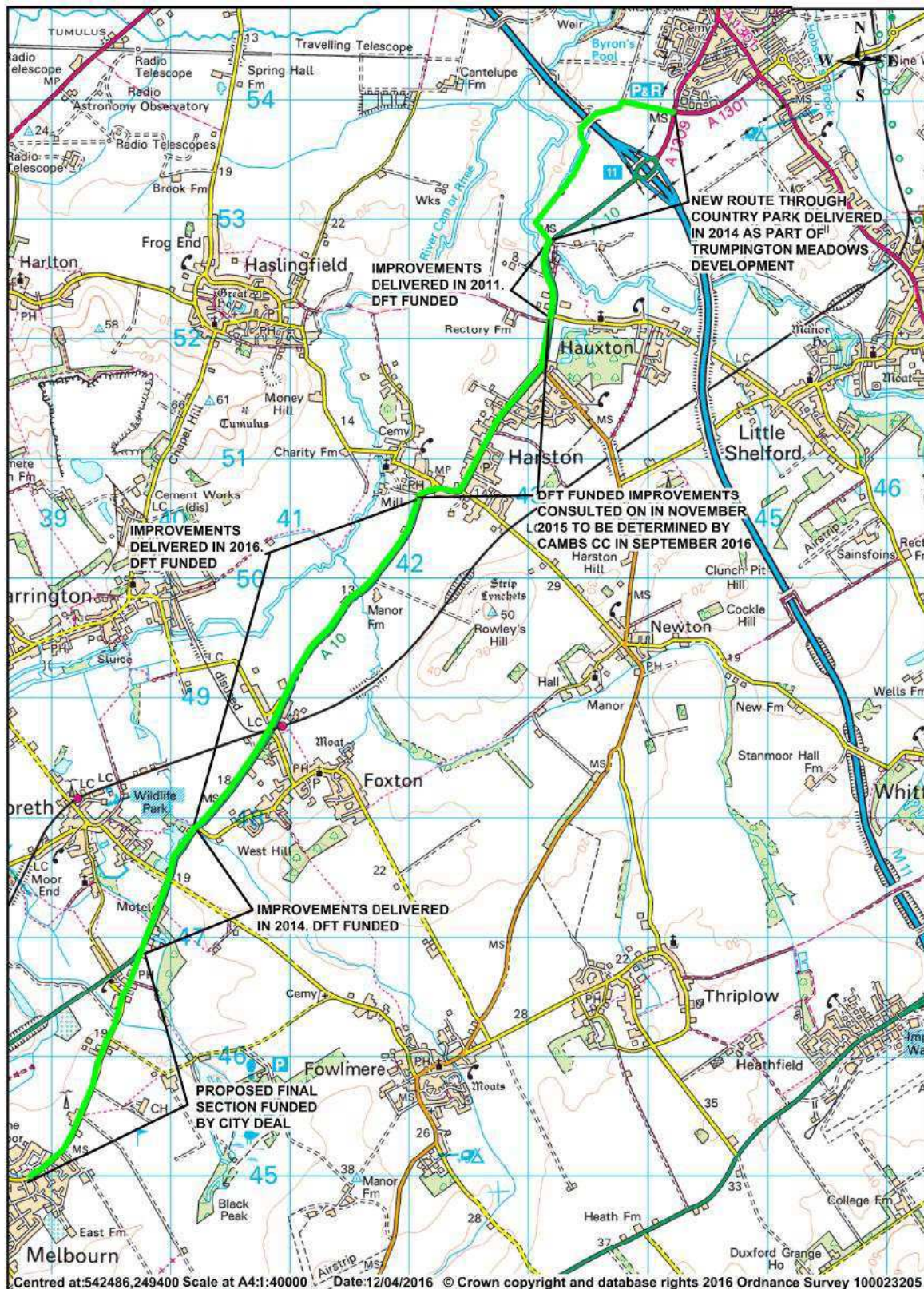
8.6 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health. It is important that people are supported and encouraged to be physically active and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

Source Documents	Location
Consultation responses	Room 310, Shire Hall, Cambridge

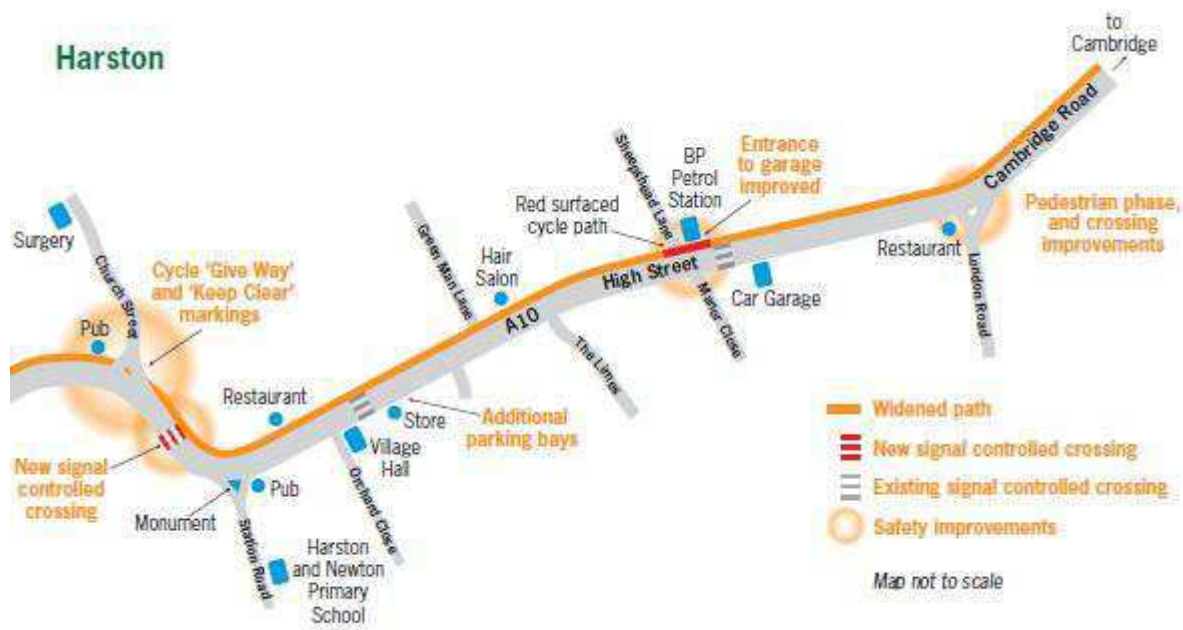
PLAN 1 – Cambridge to Royston cycleway, section by section status

Cambridge to Melbourn Cycle Route



The length from Melbourn onwards to Royston is subject to a Growth Deal bid

Plan 2 – Proposed scheme



Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: D Parcell
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: F McMillan
Are there any Equality and Diversity implications?	Yes Name of Officer: T Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: M Miller
Are there any Localism and Local Member involvement issues?	Yes Name of Officer: P Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: T Campbell

TRUMPINGTON ROAD, CAMBRIDGE, PHASE 2 PROPOSED WALKING AND CYCLING IMPROVEMENTS

To: Economy and Environment Committee

Meeting Date: 10th November 2016

From: Graham Hughes, Executive Director – Economy, Transport and Environment

Electoral divisions: Newnham and Trumpington

Forward Plan ref: Not applicable **Key decision:** No

Purpose: To note the results of the consultation on proposed further cycleway improvements on Trumpington Road, Cambridge, and to consider the implementation of the proposals.

Recommendation: Committee is asked to approve the implementation of improvements for cyclists and pedestrians on Trumpington Road, consisting of:

- a) An improved segregated foot and cycleway on the west side; and
- b) A new floating bus stop on the east side.

<i>Officer contact:</i>	
Name:	Mike Davies
Post:	Team Leader – Cycling Projects
Email:	Mike.davies@cambridgeshire.gov.uk
Tel:	01223 699913

1. BACKGROUND

- 1.1 The proposals aim to improve conditions for pedestrians and cyclists. They are funded by the Department for Transport (Dft) Cycle City Ambition Grant which Cambridgeshire County Council and seven other local authorities were successful in bidding for in 2013. In the bid the County Council proposed to deliver a safe, direct, comprehensive network for cycling and walking, between key destinations in Cambridge and in South Cambridgeshire.
- 1.2 The growth of housing, business activity and the economy generally will put increasing pressure on the transport network. If we are to mitigate the negative impacts of growth, significant modal shift must be achieved. The provision of high quality cycling infrastructure will make cycling safer for those already cycling, and, crucially, will make cycling an attractive option for those currently not cycling and for people moving into the area. Without the provision of high quality infrastructure, further significant modal shift to cycling is unlikely to be achieved.
- 1.3 The Cycle City Ambition programme initially comprised seven schemes, including Huntingdon Road and Hills Road in Cambridge and four schemes in South Cambridgeshire, which are now complete. In 2015 the initial funding of £4.1m was increased further to £10m, and the content of the programme was expanded to include funding towards Abbey-Chesterton bridge, A10 Cambridge to Royston, and Quy to Lode, amongst others.
- 1.4 Phase One of Trumpington Road was approved by the Economy and Environment Committee on 18 September 2014. Works have been unable to start as planned due to some issues relating to a gas main that needs relocating, though this work now looks to be starting imminently. Phase Two seeks to add some additional elements, and thus if approved both phases are likely to be delivered as one scheme early in 2017.

2. PROPOSALS

- 2.1 Phase One of the project focussed on the east side of Trumpington Road and the issues of cyclists safely passing parked cars, and accommodating cycle and pedestrian movements on top of the grassed bank outside the Botanic Gardens. It includes the removal of a length of metred parking with space for cycle provision. Phase Two looks at the western side, and the bus stop designs within the whole scheme. The proposals emerged from the consultation on Phase One.
- 2.2 The key proposal is the widening of the existing shared use path from three metres wide to four metres wide by narrowing the parking bays and taking a 500mm strip of land from the adjacent common. The other proposals are the conversion of two bus stops to floating bus stops, and the creation of a short length of raised cycle lane.
- 2.3 Removing parking on this side too would provide generous space for better cycle provision, but consultations on Phase One revealed that the parking here provides space for drop off for nearby schools without impacting on narrower streets nearby, and a useful and convenient parking facility for people accessing the Botanic Gardens and adjacent opens spaces. There are also financial considerations for the County Council as metred parking is a source of revenue that supports the management of traffic and parking generally. On balance given the length of parking lost in Phase One it was felt that options including losing further parking should not be consulted on and considered.

- 2.4 It was also felt appropriate to retain the length of coach parking in Trumpington Road, since this is at something of a premium in the city, and helps to support the economy in terms of tourism.

3. CONSULTATION

- 3.1 The consultation took place from 13 June to 25 July 2016. A total of 505 survey responses were recorded. A summary of the results can be seen in **Appendix 1**. Two public drop in events were held in Trumpington.
- 3.2 There was good support for most of the measures proposed in the scheme, though there were many concerns raised relating to loss of green space and a view that the common should be protected - a view made strongly from a joint response from nine Residents Associations in the area. Local members share concerns from many residents regarding widening into the common.
- 3.3 CTC (Cyclist's Touring Club) Cambridge strongly support the proposed improvements, particularly the segregated cycle lane behind the parking area. CTC also welcome plans for introducing further floating bus stops.
- 3.4 Stagecoach and the Bus Quality Partnership still have some reservations about floating bus stops and feel that the current design could be improved by providing 2.5 metres of width on the boarding islands, and ensuring that the remaining road space allows traffic to pass a bus that has stopped, and for buses overtaking buses not to encroach onto opposing cycle lanes. Road widths in Trumpington Road are relatively generous so it should be possible to accommodate the concerns raised and suggestions made.

4. PROGRAMME AND COSTS

- 4.1 The works would be combined with those previously approved for Phase One. Until detailed design of these additional elements is complete and discussions have concluded with contractors it is not possible to offer a firm programme. For much of the Phase One works two way traffic will be able to flow without traffic signals being in use, thus causing minimal delay to traffic including Park and Ride and other bus services.
- 4.2 Phase One has an allocated budget of £400,000. Phase Two brings a further £300,000, though there is some flexibility across the Cycle City Ambition programme.

5. MAIN ISSUES

- 5.1 62% of respondents supported widening the path into what is currently common land, however many comments received are strongly against the proposals. The Wildlife Trust, a statutory consultee, have raised concerns, and Residents Associations are strongly opposed. To construct works on common land would require consent in accordance with Section 38 of the Commons Act 2006. It would be challenging to gain the necessary consent given the objections in place. Upon reflection the costs associated with relocation of railings and posts, as well as earthworks needed, seems to represent poor value.
- 5.2 The current layout could be improved in terms of useable width by relocating street furniture to existing and newly constructed bench recesses, with very minimal impact on the

common, and without the need for Commons Consent. By widening the path into the existing wide parking bays a clear width of 3.7 metres can still be achieved which would enable a 1.7 metre wide footway segregated by line from a 2 metre wide cycleway as per the layout seen elsewhere in Trumpington Road between Brooklands Avenue and Trumpington itself

- 5.3 'Dooring' next to car parking bays currently presents a hazard for cyclists remaining on road in the relatively narrow cycle lane. The narrow on road cycle lane would be removed. A 0.5 metre 'buffer zone' alongside parking bays, and next to the segregated cycle lane will be introduced.
- 5.4 The removal of the narrow on road cycle lane in the dooring zone would enable confident cyclists to ride on road in a dominant position, rather than feel forced to use the existing narrow lane. The approach within the scheme recognises the variety of cyclists and differing levels of confidence and needs.
- 5.5 Stagecoach and the Bus Quality Partnership still have some concerns about the use of floating bus stops. The outbound bus stop on the east side is well used and a point of conflict between cyclists and buses, but the inbound stop experiences much less use, and thus less conflict. It is proposed to leave this stop as a standard bus stop, by way of some compromise.

6. CONCLUSION AND RECOMMENDATIONS

- 6.1 In summary, the scheme has been amended in response to the consultation, but still offers major benefits to cyclists and pedestrians, and should improve road safety and the perception of safety. Both local members (for Newnham and Trumpington) are fully supportive of the recommendations.
- 6.2 The Cycle City Ambition programme funding ceases on 1st April 2018, so work would need to commence on both phases by January 2018 at the latest. Other than political approval there are no other approval processes to work through, so unless approval is delayed the scheme should be deliverable within the timeframe.

7. ALIGNMENT WITH CORPORATE PRIORITIES

7.1 Developing the local economy for the benefit of all

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

7.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives. The proposals address a route that is perceived by many cyclists to be unsafe.

7.3 Supporting and protecting vulnerable people

Good quality separate cycling infrastructure potentially means less cycling on footways, and less conflict with elderly and disabled people.

8. SIGNIFICANT IMPLICATIONS

8.1 Resource Implications

The scheme is capital funded by the DfT from an overall programme budget of £10.1million. There is flexibility, but the overall scheme budget for both phases is £500,000 - £700,000 (Phase One already approved, and estimated at £400,000). The scheme is being designed to ensure minimal maintenance and revenue costs.

8.2 Statutory, Risk and Legal Implications

An application for Commons Consent was considered, but is now not being taken forward.

8.3 Equality and Diversity Implications

There are no significant implications within this category.

8.4 Engagement and Consultation Implications

There has been extensive public and stakeholder consultation as set out in Section 3.

If the recommendations are approved officers will contact stakeholders following the meeting to tell them of the Committee decision.

The start of works will be widely communicated to residents and the travelling public.

8.5 Localism and local member engagement

There has been extensive public and stakeholder consultation as set out in Section 3.

The Project Team have engaged with, and updated local members throughout the scheme development and consultation process and have discussed the recommendations with them.

8.6 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health. It is important that people are supported and encouraged to be physically active and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km within the city to be undertaken on foot or by cycle. The proposals support and encourage this.

Source Documents	Location
Consultation responses	Room 310, Shire Hall, Cambridge

APPENDIX 1

Cycleway on Trumpington Road

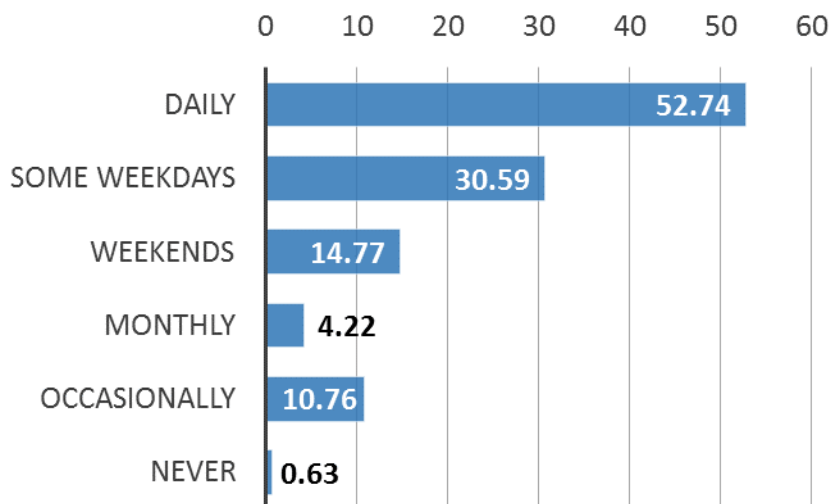
Consultation results

August 2016

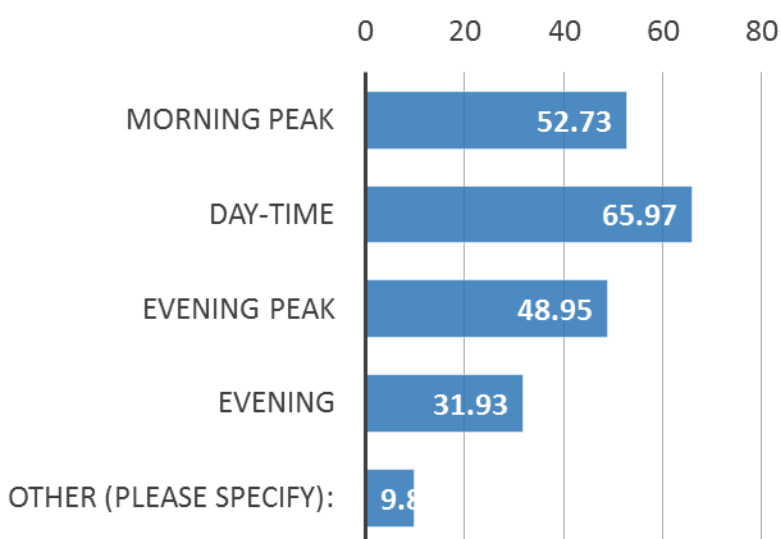
In total we received 505 responses to the consultation. This includes paper surveys, online surveys, email responses, attachments to paper surveys and written comments at events. Survey responses totalled 478, emails 8, attachments to paper surveys 1 and written comments 18.

Responses to survey questions

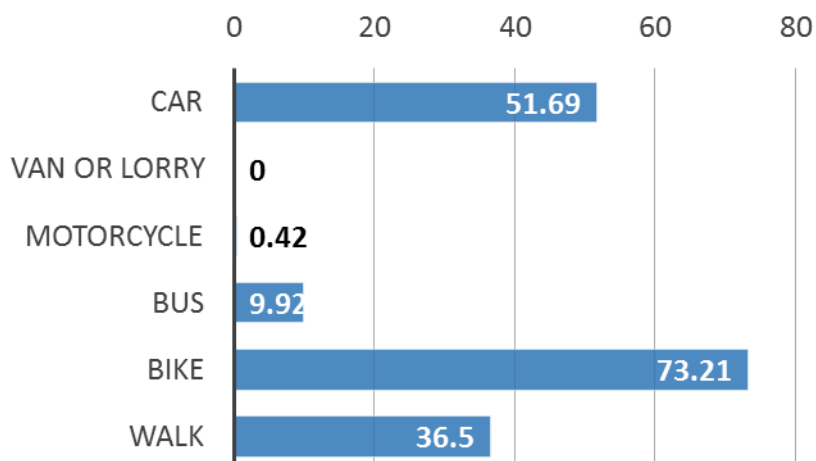
1. How often do you travel along Trumpington Road?



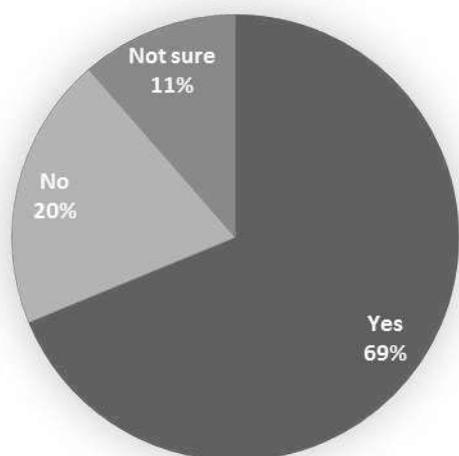
2. What time of day do you usually travel?



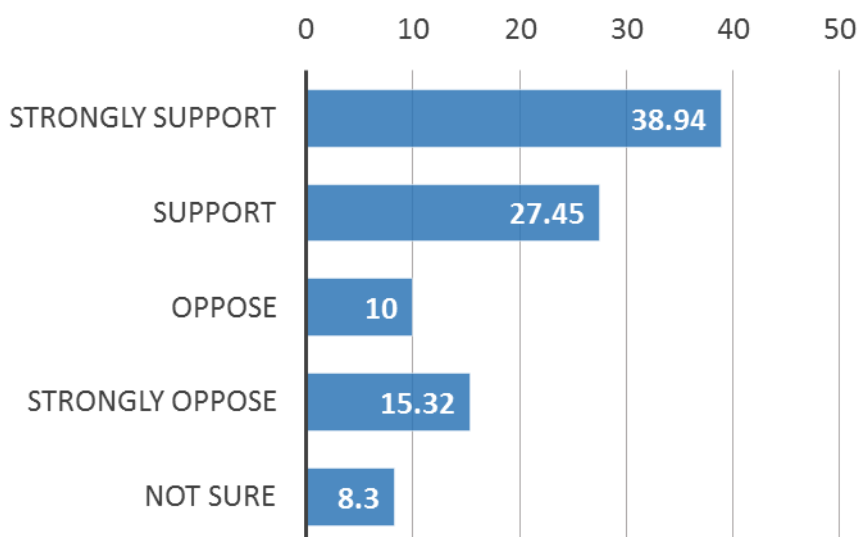
3. How do you usually travel along Trumpington Road?



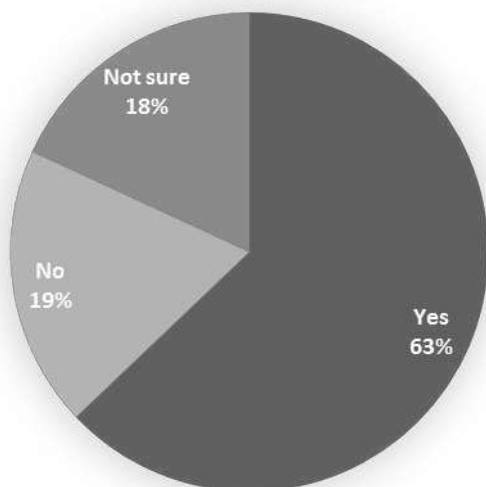
4. Do you see a need for cycling improvements on Trumpington Road (inbound between Brooklands Avenue and The Fen Causeway)?



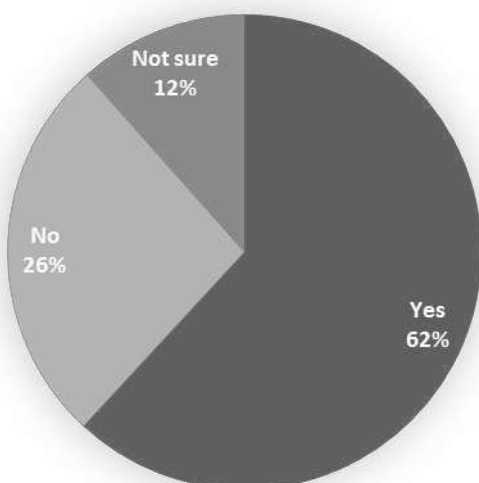
5. To what extent do you support the proposed changes to the cycleway?



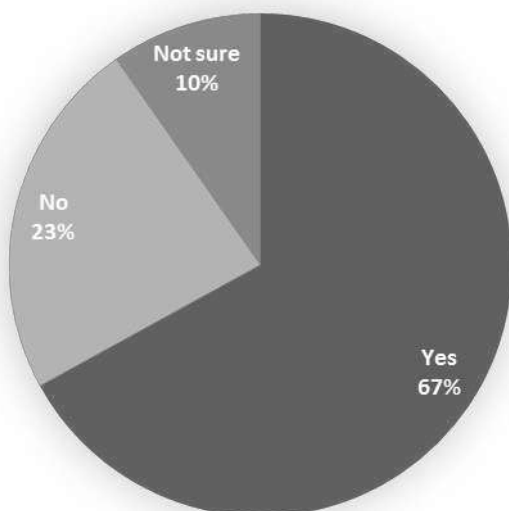
6. Would you like to see a 0.5 metre wide zone to take into account opening car doors?



7. Do you support an application being submitted for permission to take a 0.5 metre strip of land from New Bit Common?



8. Should a new bus stop layout be considered?



Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: D Parcell
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: F McMillan
Are there any Equality and Diversity implications?	Yes Name of Officer: T Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: M Miller
Are there any Localism and Local Member involvement issues?	Yes Name of Officer: P Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: T Campbell

TRANSPORT INVESTMENT PLAN (TIP) AND ST NEOTS S106 PRIORITISED SCHEMES

To: Economy and Environment Committee

Meeting Date: 10 November 2016

From: Executive Director – Economy, Transport and Environment

Electoral division(s): All

Forward Plan ref: **Key decision:** Yes

Purpose: To consider and approve the Cambridgeshire Transport Investment Plan (TIP), the proposed amendment to the St Neots Market Town Transport Strategy (MTTS) Scheme List, and the prioritised schemes for Section 106 St Neots MTTS funds.

Recommendation: It is recommended that the Committee:

- a) approve the Transport Investment Plan 2016
- b) approve the amendments to the St Neots Market Town Transport Strategy Scheme List
- c) approve the allocation of S106 funds to develop the business case for a northern crossing in St Neots
- d) approve the prioritisation of St Neots schemes for S106 funds

<i>Officer contact:</i>	
Name:	Elsa Evans
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Tel:	01223 715943

1. BACKGROUND

- 1.1 At its meeting in July 2016 Members of the Council's E&E Committee approved the new Transport Investment Plan approach in relation to:
- a) managing information relating to transport infrastructure investment;
 - b) managing the pooling of Section 106 contributions and other funding sources; and
 - c) the future sign-off process for schemes in the TIP.
- 1.2 Members consider the full list of schemes in the TIP for sign-off in the Autumn of each year to enable input to the Integrated Transport Block funding allocation and to the [Transport Delivery Plan](#) for programmed delivery. This is set out in the minutes of [E&E Committee Meeting 14 July 2016](#) item 238. The TIP schemes list will be updated throughout the year with new schemes added to the list as they are identified, for example from new strategies and plans.
- 1.3 In line with the approach being taken across Cambridgeshire, a district-wide transport strategy will be developed next year for Huntingdonshire replacing the existing Market Town Transport Strategies. However, there is a significant amount of S106 money from the Loves Farm development that need to be spent by July 2018 on schemes identified in the St Neots MTTS (or any amendment to this strategy). For this reason work has been prioritised to amend the St Neots MTTS in order to identify additional schemes that can be delivered in this timescale.
- 1.4 At the meeting on 9 June, Members of the E&E Committee considered the recommendation of four schemes for the allocation of S106 St Neots MTTS monies. Given the age of the existing St Neots MTTS adopted in 2008, Members highlighted the need to ensure projects aligned with more up to date priorities in the new St Neots Neighbourhood Plan. The Committee resolved to defer the recommendation report and asked officers to consult with St Neots Town Council regarding using the S106 monies for identified Neighbourhood Plan transport improvement priorities and following this, to bring a revised report back to the next appropriate meeting.
- 1.5 A prioritisation assessment of the schemes in the Amended St Neots MTTS, as included in the Cambridgeshire TIP, has been undertaken. The prioritisation methodology and the prioritised schemes are detailed in this report. Recommendations for the allocation of S106 MTTS funding is based on this prioritisation.

2. THE TRANSPORT INVESTMENT PLAN (TIP)

- 2.1 The TIP for Cambridgeshire sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire. The TIP comprises a policy document and a list of schemes.
- 2.2 The TIP policy document describes the uses of the Plan, the links to policies and strategies, the layout of the TIP list and the process for updating the list. The TIP policy document is attached in Appendix 1.
- 2.3 The TIP list is intended to be a live document. The full list as at the end of

August is attached in Appendix 2. The list is presented in District order:

- 2(i) Cambridge and South Cambridgeshire
- 2(ii) East Cambridgeshire
- 2(iii) Fenland
- 2(iv) Huntingdonshire
- 2(v) Cross-district and County-wide

- 2.4 Once approved by the E&E Committee, the TIP including the plan document and the scheme list will be published on the County Council's corporate website on the [Transport plans and policies](#) page. The list will be updated regularly throughout the year and brought to Members of the E&E Committee on an annual basis in September/October.

3. ST NEOTS MARKET TOWN TRANSPORT STRATEGY (MTTS) AMENDMENTS

- 3.1 To comply with the Loves Farm S106 Agreement MTTS obligations, any amendments to the MTTS must be approved in order to be allocated S106 monies. The amended schemes are included in the proposed Transport Investment Plan list 2016 referred to in paragraph 2.3 above.
- 3.2 Given the urgency of the work and the fact that a district-wide strategy will be developed next year, a full review of the strategy has not been undertaken. Instead, a review of the scheme list has been undertaken. Working in conjunction with local Members and the Town Council, a long list of schemes was compiled from schemes in the MTTS that haven't yet been implemented, infrastructure requirements identified through the Neighbourhood Plan process and from needs identified in the St Neots pedestrian and cycle audit.
- 3.3 This long list was then assessed against the relevance for a Market Town Transport Strategy to derive a Qualifying List. Schemes that are deemed not relevant under these principles are:
- Schemes on strategic routes, such as the A428 highway improvements and East-West Rail, have much wider impact than St Neots town – these schemes are considered as part of the Transport Investment Plan
 - Schemes that have implications on the local highway network much wider than St Neots town – these schemes will be considered as part of the Huntingdonshire Transport Strategy next year
 - Transport concepts rather than schemes such as Northern Link Road A428-A1 are not developed enough for inclusion in a scheme list – these will be considered for the TIP should they become more developed.
- 3.4 It is this qualifying list that is proposed as the formal amendment to the St Neots MTTS Scheme List and for inclusion in the TIP.
- 3.5 The indicative locations of the prioritised schemes are shown in two maps in Appendix 3 – 3(i) for St Neots and 3(ii) for Little Paxton.

4. ST NEOTS NORTHERN CROSSING – SECOND PEDESTRIAN/CYCLE BRIDGE

- 4.1 Through dialogue with the Town Council, the issue of a second pedestrian/cycle bridge (northern crossing) has been raised. The scheme is compatible with the objectives of both LTP3 and the Neighbourhood Plan. Indeed it was mentioned in the adopted St Neots MTTS 2008, although at the time resources were focused on the delivery of the Willow Bridge, which serves the south of the town and was opened in 2011. St Neots Town Council through the Neighbourhood Plan have identified this piece of infrastructure as a priority for the town and wish to see the S106 MTTS monies spent on it.
- 4.2 However, early high level work on this has identified key risks, which result in a relatively low deliverability score for this scheme. Key risks are:
- 1) The cost of the bridge is likely to be significantly higher than the S106 funds available, further funding is required;
 - 2) The bridge and its associated paths/approach ramps could have considerable land take issues in addition to the area required for the bridge span and its foundations. Issues which would need to be considered would include:
 - Level of existing ground either side of the river compared to height of the bridge, in order to ensure approach ramps are suitable for use by those with mobility issues
 - Extent of flooding (if any) experienced on adjacent land, to ensure the crossing is not rendered unusable during adverse conditions
 - 3) Potentially lower risk regarding ownership of the land including transfer/dedication, as ownership appears to be mostly HDC
 - 4) There could be requirements (including obtaining necessary consents) imposed by the Environment Agency as the body responsible for managing risk of flooding from main rivers
 - 5) Length of time to design the superstructure and its foundations, which will require a fair amount of pre-work such as ground investigation, topographical surveys.
- 4.3 To enable a more robust cost and delivery issues to be understood, it is recommended that funding is made available from St Neots S106 to develop the business case for such a crossing/bridge. This could then inform the allocation of St Neots S106 funding to schemes for delivery.

5. PRIORITISATION OF ST NEOTS SCHEMES FOR S106 MTTS FUNDING

- 5.1 The St Neots MTTS S106 fund currently contains £1,270,358 of which £463,844 from the Loves Farm development needs to be spent by July 2018. The remaining funds £806,514 should be spent by November 2020 and beyond. An estimated further £138,000 is expected when the obligation triggers are met on current developments in the town.
- 5.2 Prioritisation methodology

5.2.1 The schemes within the St Neots MTTS Amended Scheme List are

assessed and prioritised, using criteria similar to the Department for Transport's Early Assessment and Sifting Tool (EAST). The assessment criteria and scoring definition are shown in Appendix 4. In summary, the criteria are based on meeting strategy objectives and on deliverability:

Meeting Strategy Objectives:

- Strategic Case – Meeting Local Transport Plan (LTP3) objectives
- Strategic Case – Meeting St Neots Neighbourhood Plan objectives

Deliverability:

- Delivery Case – Practical feasibility
- Delivery Case – Evidence of stakeholder support
- Economic Case – Scale of impact of the project
- Financial Case – Match/alternative funding
- Financial Case - Affordability

- 5.2.2 The two Meeting Strategy Objectives scores are added to give a Total Objective Score. Given the constraint of the S106 spend deadline, the Delivery Case scores are double weighted. The six Deliverability scores are added to give a Weighted Deliverability Score.
- 5.3 The prioritised schemes are shown in Appendix 5 in the order of Total Objective Score. The Weighted Deliverability Score for the respective scheme is indicated alongside for reference.
- 5.4 The scheme that scores highest on Meeting Strategy Objectives is the bridge. However, the Deliverability Score is low, due to the risks identified in paragraph 4.2 above. Until the business case for the bridge is completed in 4-5 months' time, it will not be possible to ascertain how much, when and whether further S106 funds can be spent on detailed design works and planning application before the spend deadline of 2018.
- 5.5 Officers therefore recommend that the prioritised projects in Appendix 5 are approved in order that options are available to spend £413,844 (funds left after an estimated £50,000 for the bridge business case). Refer to paragraph 5.1 above.
- 5.6 Should there be a strong business case AND a full funding package can be sourced, then it is proposed that the bridge will be the top priority with as much of the £413,844 as possible to be spent on it. Any remaining balance that cannot be used on the bridge by 2018 will be spent on the next possible project(s) on the project list depending on the amount of money available. As time is critical for spending S106 money by July 2018, it is proposed that once the prioritised order of schemes is approved by Members, officers will proceed with delivery without going through Committee approval again.
- 5.7 Likewise, the remaining S106 funds with longer spend deadline will be allocated following the same principles as above, i.e. if the bridge goes ahead, then all S106 money available will go towards funding it.
- 5.8 It should be noted that the St Neots MTTs S106 alone (£1.4 million) will not be able to cover the full costs of the proposed Northern Crossing. Other sources of funds will need to be sourced and could include existing and future Community Infrastructure Levy that will be collected by St Neots Town Council. There is also the possibility of agreeing to use a portion of the

Integrated Transport Block funding that is available to Cambridgeshire on an annual basis.

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

- Schemes in the Transport Investment Plan aim to either provide direct improvements to the road network or in many cases look to encourage a shift to sustainable transport modes. Managing congestion in these ways will enable growth and support the local economy.

6.2 Helping people live healthy and independent lives

- Proposed schemes in the Transport Investment Plan should help to improve accessibility and as such help people live healthy and independent lives by improving cycling and pedestrian facilities, sustainable transport information and public transport.
- The proposed northern crossing pedestrian/cycle bridge should help to improve accessibility and as such help people live healthy and independent lives.

6.3 Supporting and protecting vulnerable people

- Junction improvements and improved cycling and walking infrastructure will support and protect vulnerable people, in particular children, and at locations of high risk of injury crashes.

7. SIGNIFICANT IMPLICATIONS

7.1 Resource Implications

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

- Management of the TIP will not bring about any significant resource implications, as the aim is to streamline processes around the management of transport infrastructure planning and the management of Section 106 money.
- The fast-tracked review of the St Neots MTTS has involved additional Transport Officers time on top of that which was originally programmed. Resource is also required to commission and undertake the business case for the proposed northern crossing described in section 4 of this report.

7.2 Statutory, Risk and Legal Implications

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

- The Loves Farm S106 Agreement specifies that MTTs contributions must be spent on the St Neots MTTs or amendments to the Strategy. Therefore, schemes need to be formally added to this list as Amendment if we wish to spend S106 contributions on them.
- High level risks have been identified for the St Neots northern crossing / bridge. A robust business case is required before S106 and other funding are committed to delivering the scheme.

7.3 **Equality and Diversity Implications**

There are no significant implications within this category. Equality Impact Assessment for individual schemes will be undertaken as appropriate.

7.4 **Engagement and Consultation Implications**

There are no significant implications within this category. Consultation for individual schemes will be undertaken as appropriate.

7.5 **Localism and Local Member Involvement**

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

- There are no significant implications for the Transport Investment Plan. Local Members are involved at individual scheme level.
- The St Neots Market Town Transport Strategy schemes have been reviewed by officers in conjunction with Local Members and St Neots Town Council resulting in the proposed amendments as described in section 3 above.
- Local Members and the Town Council are involved in the proposed St Neots northern crossing, and will be with the development of the business case.

7.6 **Public Health Implications**

There are no significant implications within this category. The TIP includes active travel modes and safety schemes which promote public health. The Public Health service will have been consulted on schemes through Local Transport Plan consultations and consultation on Planning Applications and proposed mitigation. It is also anticipated that the Public Health service would be consulted further when individual schemes are developed further for delivery.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Julie Thornton
Are there any Equality and Diversity implications?	Yes (no significant implications) Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been	Yes Name of Officer: Mark Miller

cleared by Communications?	
Are there any Localism and Local Member involvement issues?	Yes Name of Officer: Emma Middleton on behalf of Paul Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Tess Campbell

Source Documents	Location
Local transport plans and policies	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies
Transport Delivery Plan	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4
St Neots Market Town Transport Strategy 2008	http://www.cambridgeshire.gov.uk/download/downloads/id/930/st_neots_market_town_strategy
St Neots Neighbourhood Plan 2014-2029	http://www.stneots-tc.gov.uk/wp-content/uploads/2013/07/St-Neots-NDP-24-February-2016-Final-Plan.pdf

Cambridgeshire Transport Investment Plan

Introduction

The Transport Investment Plan (TIP) sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire. It forms part of the Infrastructure Plan for Cambridgeshire.

The TIP will set out all transport schemes that the County Council has identified for potential future delivery to support growth. These range from strategic schemes identified via the various County Council transport strategy documents including those emerging from the City Deal programme, to those that are required to facilitate the delivery of Local Plan development sites and for which Section 106 contributions will be sought through negotiations with developers following the Transport Assessment process, through to detailed local interventions. The TIP, however, excludes maintenance schemes as those are not investment for growth.

TIP Uses

- The TIP will be used to monitor how many s106 agreements have been secured towards the delivery of each specific project, to ensure the maximum permitted five agreements is not breached.
- The TIP will be used to prioritise and identify projects to be added to the Transport Delivery Plan (TDP), the County's rolling 3-year plan, as shown in the flowchart below. The TIP is published on the Council's website.
- The TIP will also be used to identify funding gaps and to inform future funding bids as opportunities arise.

The Schemes

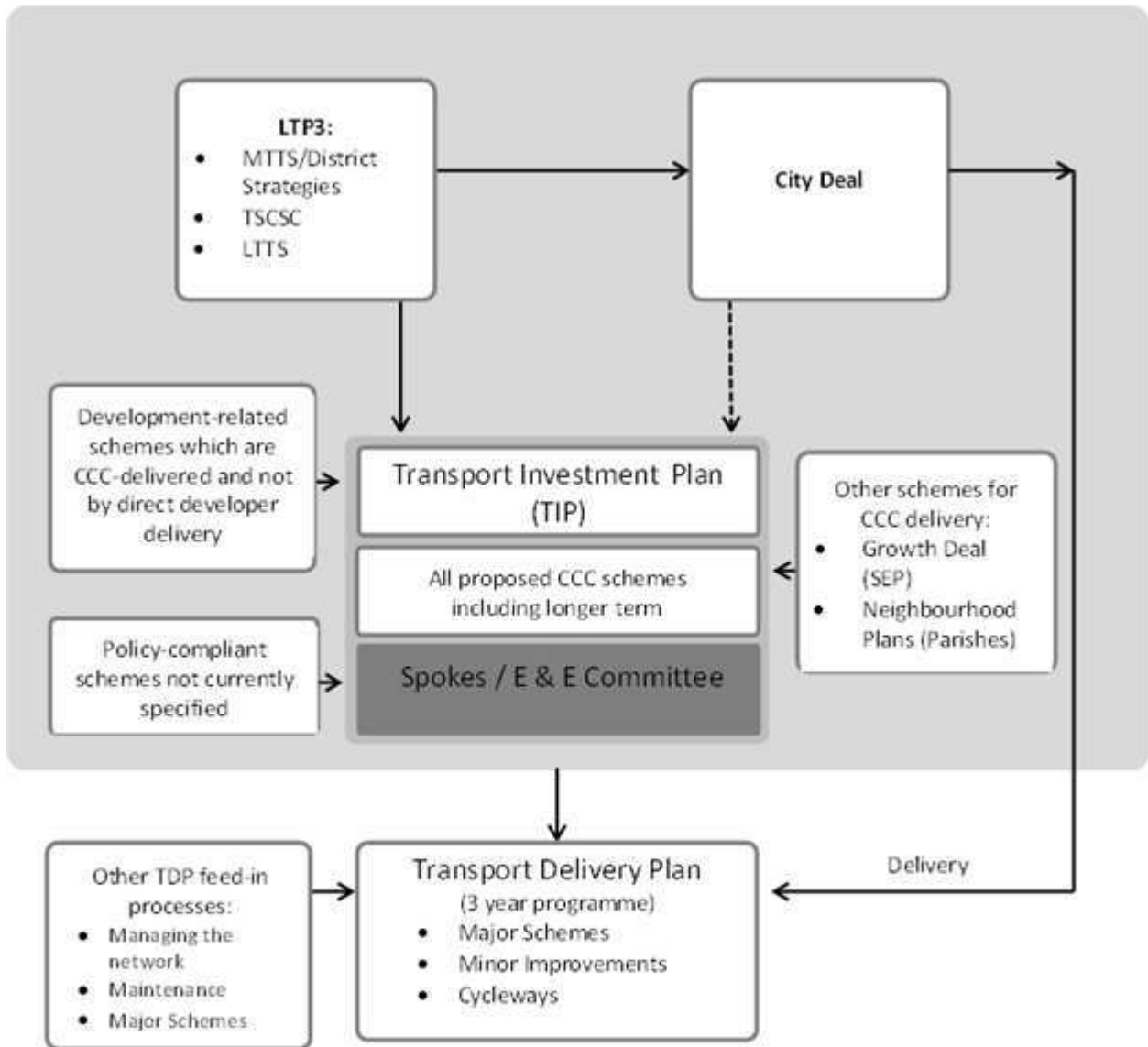
As part of the TIP, a list of schemes has been produced for the county, and has been split into 5 key areas:

- Cambridge and South Cambridgeshire
- East Cambridgeshire
- Fenland
- Huntingdonshire
- Cross-district and county-wide

All current and future schemes in the TIP fit with existing policies and strategies and have been identified in order to mitigate the impacts of planned development in the relevant area. The schemes include those aimed at tackling strategic transport issues to support Local Plan growth and those targeted at local mitigation of smaller scale planned developments. Scheme costs are estimated at 2015 prices.

Fit with Policies

The flowchart below sets out how the proposed TIP relates to other policy documents, programmes, information sources and scheme identification processes.



Notes:

1. The TIP will need to be accompanied by a parallel prioritisation approach to assist with allocation of CCC funding.
2. The TIP can also potentially feed into other planning documents and infrastructure schedules such as the wider Infrastructure Delivery Plan.

Cambridgeshire Local Transport Plan and Long Term Transport Strategy 2011-2031

The Local Transport Plan (2011-31) provides the overarching transport policy framework for Cambridgeshire, setting out the main transport challenges facing the county and the strategy for addressing them over the next 15 years. It contributes towards the achievement of our overall vision – creating communities where people want to live and work: now and in the future. Our strategy focuses on addressing existing transport problems while at the same time catering for the transport needs of new communities and enhancing the environment.

The Long Term Transport Strategy 2011-2031 (LTTS) gives a high level view of the substantial transport infrastructure and service enhancements that are needed across the county. The LTTS sets out the need for a high quality passenger transport network of rail, guided bus and bus services will enable efficient journeys between Cambridge, Peterborough, the market towns and district centres in and around Cambridgeshire. This network will prioritise passenger transport on key corridors and link up with community transport connections to access more rural areas. This will be fed by a comprehensive system of long distance cycle / pedestrian routes connecting key destinations.

Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)

The TSCSC provides a detailed policy framework and programme of schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-26 (LTP3). It sets out the need for the transport network to support growth and provide additional capacity to allow for the additional demands of new residents and workers. The transport network must also help protect Cambridge and South Cambridgeshire's distinctive character and environment.

Market town transport strategies and district-wide transport strategies

Market Town Transport Strategies are in place for nine market towns in Cambridgeshire recognising the unique nature of each town. The strategies set out a programme of transport improvements for the towns in line with the policies of the Local Transport Plan. With significant growth planned for many of our market towns, new district-wide strategies are being developed, which will incorporate the market town transport strategies, and will be closely aligned with the Local Plans for East Cambridgeshire, Huntingdonshire and Fenland.

Securing Funding

Funding for the schemes will come from a range of sources. Where specific impacts are identified through the Transport Assessment process, S106 and Community Infrastructure Levy (CIL) will continue to play a vital role in securing appropriate schemes that fully mitigate the impact of a particular development.

- The Greater Cambridge City Deal will provide some funding for schemes listed in the City Deal programme.
- Greater Cambridge Greater Peterborough Growth Deal will provide some funding for schemes through the Local Enterprise Partnership.
- Local Transport Plan Integrated Block funding will facilitate the delivery of a number of schemes within the Plan.

Cambridgeshire County Council and its partners will seek to deliver specific schemes within the Plan as the opportunity arises through competitive bidding processes for funds at a national level. Previous successful examples of this include Local Sustainable Transport Fund (LSTF), Better Bus Area Fund (BBAF), Cycle Safety Fund, Cycle City Ambition Grant.

Updating the TIP

The list will be reviewed and updated to take account of any changes in policy, legislation, funding, development proposals and scheme delivery.

TIP Updates – Ongoing

Projects identified through development Transport Assessment process will be added to the TIP. All additions to the TIP will be reviewed on a monthly basis for reporting to the TIP Officer Group.

TIP Updates – 6 Monthly

The TIP Officer Group will arrange a series of area-based workshops every 6 months with various project managers that are responsible for the delivery of schemes in the TIP. The workshops will aim to provide general updates to existing schemes in the TIP and will also provide an opportunity to add schemes that have been identified by the various project managers through local dialogue or discussion with local Members. The 6 month update cycle is timed to fit in with the annual Committee approval process for the TIP and the Transport Delivery Plan (TDP).

TIP Updates – Longer Term

Upon publication of new area transport strategies, Transport Strategy Officers will undertake major revisions of the TIP to ensure that it is consistent with the new list of infrastructure requirements.

September 2016

TIP ID	District	Category of Scheme C=cycle W=walk P=Public Transport T=traffic S=safety	Scheme Location	Scheme Description	Strategy Basis	Programme
149	City / South Cambs	C W	S Coton Footpath, between West Cambridge University site and The Footpath, Coton	Cycleway and Footway improvement	City Deal Cycle Workshop: Allocated for future funding	City Deal Cycle Workshop Future Funding
75	City / South Cambs	P	Cherry Hinton and Fulbourn Station	Rail Improvement	LTTS	TBD
83	City / South Cambs	C	Third city centre cycle park, Cambridge	New High Capacity City Centre Cycle Park	LTTS	TBD
124	City / South Cambs	T	M11 capacity in Cambridge area	Highway Improvement	LTTS	TBD
125	City / South Cambs	T	M11 capacity improvements south of Cambridgeshire	Highway Improvement	LTTS	TBD
150	City / South Cambs	P	Addenbrooke's / Cambridge Biomedical Campus	New Railway Station	LTTS	TBD
205	City / South Cambs	T	A10 Harston and Hauxton capacity and access improvements	Highway Improvement	LTTS	TBD
534	City / South Cambs	T	Cambridge orbital highway capacity	Highway Improvement	LTTS	TBD
535	City / South Cambs	C	Cambridge Cycle Network	Cycleway Improvements	LTTS	TBD
538	City / South Cambs	C W	Mitigation of local impacts-Bourn Airfield and West Cambourne	Highways Improvements	LTTS	TBD
539	City / South Cambs	C W P T S	Wider Cambourne pedestrian / cycle network	Pedestrian and Cycleway Improvements	LTTS	TBD
540	City / South Cambs	T	A505 capacity improvements	Highway Improvement	LTTS	TBD
541	City / South Cambs	T	Mitigation of local impacts-Waterbeach	Highways Improvements	LTTS	TBD
542	City / South Cambs	C W	Wider Waterbeach pedestrian / cycle network	Pedestrian and Cycleway Improvements	LTTS	TBD
67	City / South Cambs	C W	S Radekund Road / Davy Road, between Perne Road and Rustat Road	Cycleway Improvement	LTTS + TIP	TBD
147	City / South Cambs	C W	S A603 corridor, between High Street, Barton and crossroads with Harlton Road & Eversdon Road	New Cycleway	LTTS + TIP	TBD
148	City / South Cambs	C W	S A603 corridor, between crossroads with Harlton Road and Eversdon Road & High Street, Orwell	New Cycleway	LTTS + TIP	TBD
172	City / South Cambs	T S	S A505, between Royston and A1307	Corridor Safety Improvement	LTTS + TIP	TBD
173	City / South Cambs	C W	S NCN Route 11 Addenbrookes to Great Shelford Cycleway, between Dame Mary Archer Way and Chaston Road, Great Shelford	Cycleway Improvement	LTTS + TIP	TBD
174	City / South Cambs	C	S A1301 Shelford Road - Cambridge Road, between High Street, Trumpington and Great Shelford	Cycleway Improvement	LTTS + TIP	TBD
210	City / South Cambs	W	S Steps from Long Road Bridge to CGB cycle route	Pedestrian Improvement	LTTS + TIP	TBD
260	City / South Cambs	C T S	S New alignment parallel to the B1050 Shelford's Road, between A1123 Earith Bridge and layby 1 mile southeast	New Road	LTTS + TIP	TBD
1	City / South Cambs	P	Cambridge North Station	New Railway Station	LTTS + TSCSC	Network Rail to Deliver
2	City / South Cambs	C W	S Milton Road, between Science Park access and Cambridge Guided Busway	Cycleway Improvement northbound	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
3	City / South Cambs	C W P	S Milton Road, between junctions with Cambridge Guided Busway and King's Hedges Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
4	City / South Cambs	C W P T S	S Milton Road, junction with King's Hedges Road and Green End Road	Junction Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
5	City / South Cambs	C W P	S Milton Road, between junctions with King's Hedges Road and Arbury Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
6	City / South Cambs	C W P T S	S Milton Road, junction with Arbury Road and Union Lane	Junction Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
7	City / South Cambs	C W P	S Milton Road, between junctions with Arbury Road and Elizabeth Way	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
8	City / South Cambs	C W P T S	S Milton Road, junction with Elizabeth Way	Junction Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
9	City / South Cambs	C W P	S Milton Road, between junctions with Elizabeth Way and Victoria Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
26	City / South Cambs	C W P	S Histon Road, between King's Hedges Road and Blackhall Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
27	City / South Cambs	C W P	S Histon Road, between junctions with Blackhall Road and Roseford Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
28	City / South Cambs	C W P	S Histon Road, between junctions with Roseford Road and Gilbert Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
30	City / South Cambs	C W P	S Histon Road, between junctions with Gilbert Road and Victoria Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
31	City / South Cambs	C W P T S	S Histon Road, junction with Victoria Road and Huntingdon Road	Junction Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
45	City / South Cambs	C W	S Cycle link, between Abbey-Chesterton bridge and Cambridge North Railway Station / Cambridgeshire Guided Busway / Cambridge Science Park via Moss Bank	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
46	City / South Cambs	C W T S	S Abbey-Chesterton Cycle Bridge over River Cam, connecting Ditton Meadows with Fen Road, via the Cam Towpath (National Cycle Network Route 11)	Foot and Cycle Bridge	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Bridge
47	City / South Cambs	C W	S Ditton Meadows, between Abbey-Chesterton bridge and the Leper Chapel	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
48	City / South Cambs	C W	S Under Newmarket Road, between Leper Chapel area and Barnwell Lake	Foot and Cycle Underpass	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
49	City / South Cambs	C W	S Coldham's Common, between Newmarket Road (by Barnwell Lake) and Coldham's Lane	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
50	City / South Cambs	C W	S Cycle link, between Coldham's Common and Network Rail land adjacent to junction of Cavendish Road / Cavendish Place (route goes via Cromwell Road & Brampton Road & includes a link through the Ridgeons site to connect it to the Network Rail land)	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
51	City / South Cambs	C W	S Cycle link, between western end of Coldham's Lane Cycle Bridge and Hooper Street (via Beehive Centre / York Street / Ainsworth Street)	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
52	City / South Cambs	C W	S Cycle links either side of the railway, between Cavendish Road and Carter Cycle Bridge on the southeastern side and Hooper Street and Carter Cycle Bridge on the northwestern side, including new ramp to the Cycle Bridge and new route through Cambridge Railway Station car park	Cycleway Improvement and New Ramp to Cycle Bridge	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
53	City / South Cambs	P T	S Bus link, from Cambridge North Railway station to Newmarket Road	New Busway	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Cambridge North Station to Newmarket Road
54	City / South Cambs	C W P T S	S Coldham's Lane, between Newmarket Road and Brook's Road	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus

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55	City / South Cambs	C W P T S	Sainsbury's Roundabout, junction of Coldham's Lane with Barnwell Road and Brooks Road	Junction Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
56	City / South Cambs	C W P T S	Brooks Road, between Coldham's Lane and Brookfields	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
57	City / South Cambs	C W P T S	Junction of Brookfields with Perne Road and Brooks Road	Junction Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
58	City / South Cambs	C W P T S	Perne Road, between Brookfields and Cherry Hinton Road	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
59	City / South Cambs	C W P T S	Budgens Roundabout, junction of Perne Road with Cherry Hinton Road and Mowbray Road	Junction improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
60	City / South Cambs	C W P T S	Mowbray Road, between Cherry Hinton Road and Queen Edith's Way	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
61	City / South Cambs	C W P T S	Fendon Road, between Queen Edith's Way and Hills Road	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
62	City / South Cambs	C W P T S	Hills Road Addenbrooke's roundabout, junction with Fendon Road and Babraham Road	Junction Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
112	City / South Cambs	C W P T S	Hills Road, between Station Road and Lensfield Road / Gonville Place	Corridor Improvement	LTTS + TSCSC	Cambridge - Hills Road
113	City / South Cambs	C W P T S	Regent Street, between Lensfield Road / Gonville Place and Downing Street	Corridor Improvement	LTTS + TSCSC	Cambridge - Hills Road
117	City / South Cambs	P	Madingley Road corridor, between Queen's Road / Northampton Street and M11	Bus Route Improvement	LTTS + TSCSC	City Deal Phase 1 Madingley Mulch roundabout to Cambridge
118	City / South Cambs	P	A1303 Madingley Road / St Neots Road corridor, between M11 and A428 Madingley Mulch roundabout	Bus Route Improvement	LTTS + TSCSC	City Deal Phase 1 Madingley Mulch roundabout to Cambridge
119	City / South Cambs	P T	A428 corridor, in the vicinity of the junction of the A428 with the A1303 (Madingley Mulch roundabout)	New Park & Ride Site	LTTS + TSCSC	City Deal Phase 1 Madingley Mulch roundabout to Cambridge
120	City / South Cambs	P	A428 corridor, between A1303 Madingley Mulch roundabout and Cambourne	Bus Route Improvement	LTTS + TSCSC	City Deal Cambourne to Madingley Mulch roundabout
126	City / South Cambs	P T	Bus link, from junction 13 of M11 with A1303 Madingley Road to junction 11 of M11 with A10 / A1309 Hauxton Road	Bus Route Improvement	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
127	City / South Cambs	C	In the vicinity of Junction 12 of M11 with A603 Barton Road	New Park & Cycle Site	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
128	City / South Cambs	C W	A603 Barton Road, between M11 and Grantchester Street / Driftway	Cycle Route Improvement	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
130	City / South Cambs	P T	In the vicinity of Junction 12 of M11 with A603 Barton Road	New Park & Ride Site	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
131	City / South Cambs	P T	M11 Junction 11 southbound off-slip, connecting M11 to the Trumpington Road Park & Ride site	Bus Priority Slip Road	LTTS + TSCSC	City Deal Phase 1 Western Orbital Bus Corridor
132	City / South Cambs	P T	A10, in vicinity of Hauxton	New Park & Ride site	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
133	City / South Cambs	C P T	A10 corridor, between new Hauxton Park & Ride site and Trumpington Park & Ride site	New Bus Link including new bridge over M11	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
135	City / South Cambs	P T S	A428 junction with A1198, Caxton Gibbet roundabout	Junction Improvement	LTTS + TSCSC	TBD
151	City / South Cambs	P T	Babraham Road Park & Ride, or at an alternative location along the A1307 corridor between Cambridge and Linton	Expanded Park & Ride	LTTS + TSCSC	City Deal A1307 Corridor
152	City / South Cambs	P T	Babraham Road Park & Ride	Segregated car access to Park & Ride site	LTTS + TSCSC	City Deal A1307 Corridor
153	City / South Cambs	C P T	A1307 corridor, between Babraham Road Park & Ride site and Addenbrooke's Hospital	Bus Priority	LTTS + TSCSC	City Deal A1307 Corridor
154	City / South Cambs	P T	In the vicinity of Fourwentways, junction of A1307 with A11	New Park & Ride Site	LTTS + TSCSC	City Deal A1307 Corridor
155	City / South Cambs	C P T	A1307 corridor, between Granta Park / new Park & Ride site and Addenbrooke's Hospital	Bus Priority	LTTS + TSCSC	City Deal A1307 Corridor
156	City / South Cambs	P	Along line of former Cambridge to Colchester railway, between Haverhill and Cambridge	New HQPT corridor	LTTS + TSCSC	TBD
176	City / South Cambs	P T S	A14 Milton Interchange	Interchange Improvement	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
177	City / South Cambs	C P T S	A10, between Milton Interchange and Waterbeach	Highway Capacity Improvement	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
178	City / South Cambs	P	Waterbeach Barracks	New Railway Station	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
179	City / South Cambs	P T S	A10, in vicinity of Waterbeach	New Park & Ride site	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
180	City / South Cambs	C W P T S	A10 corridor, between Waterbeach Barracks and existing CGB in North Cambridge	New Busway	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
195	City / South Cambs	P T	A10, Foxton level crossing	New Grade Separated Crossing of Railway Line	LTTS + TSCSC	City Deal Corridor South (Royston)
215	City / South Cambs	C W P T S	Elizabeth Way roundabout: junction of Newmarket Road with Elizabeth Way and East Road	Junction Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor

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216	City / South Cambs	CWPT S	Newmarket Road, between Elizabeth Way / East Road and Coldham's Lane	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
218	City / South Cambs	CWPT S	Newmarket Road, junction with Coldham's Lane	Junction Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
219	City / South Cambs	CWPT S	Newmarket Road, between Coldham's Lane and Cheddars Lane	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
220	City / South Cambs	CWPT S	Newmarket Road, junction with Cheddars Lane	Junction Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
221	City / South Cambs	CWPT S	Newmarket Road, between Cheddars Lane and Stanley Road	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
222	City / South Cambs	CWPT S	Newmarket Road, junction with Stanley Road and B&Q access	Junction Improvement	LTTS + TSCSC	TBD
223	City / South Cambs	CWPT S	Newmarket Road, between Stanley Road and Ditton Walk	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
224	City / South Cambs	CWPT S	Newmarket Road, between Ditton Walk and Barnwell Road / Wadloes Road (McDonald's roundabout)	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
225	City / South Cambs	CWPT S	MacDonalds Roundabout: Newmarket Road junction with Barnwell Road and Wadloes Road	Junction Improvement	LTTS + TSCSC	TBD
226	City / South Cambs	CWPT S	Newmarket Road, between Barnwell Road / Wadloes Road (McDonald's roundabout) and B1047 Ditton Lane	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
228	City / South Cambs	CWPT S	Newmarket Road, between B1047 Ditton Lane and Park & Ride access	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
229	City / South Cambs	CWPT S	Newmarket Road, between Park & Ride access and Airport Way	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
234	City / South Cambs	P	Busway loop through Northstowe	Bus Priority	LTTS + TSCSC	TBD
245	City / South Cambs	C	Northstowe Southern Access Road (West), linking Northstowe to the B1050	New Access Road	LTTS + TSCSC	Northstowe Phase 2 Works
246	City / South Cambs	T	B1050, between Highways England A14 works and new roundabout for Northstowe Southern Access Road (West)	Highway Capacity Improvement	LTTS + TSCSC	Northstowe Phase 2 Works
247	City / South Cambs	T	Northstowe Southern Access Road (West), linking Northstowe to the B1050	New Access Road	LTTS + TSCSC	TBD
194	City / South Cambs	T	M11 Junction 8 (Stansted Airport) to Junction 14 (Girton) technology improvements	Highways Improvements	LTTS: Roads Investment Strategy	To Be Delivered by HE
230	City / South Cambs	PT	In the vicinity of the junction of Airport Way with Newmarket Road	New Park & Ride site Segregated car access to new Park & Ride site	TBD	TBD
16	City / South Cambs	CW	S Arbury Road, between King's Hedges Road and Mere Way	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Arbury Road corridor
17	City / South Cambs	CW	S Arbury Road, between Mere Way and Campkin Road	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Arbury Road corridor
18	City / South Cambs	CW	S Arbury Road, between Campkin Road and North Cambridge Academy	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Arbury Road corridor
20	City / South Cambs	CW	S Arbury and King's Hedges Cycling and Pedestrian Improvements: Arbury Road cycle crossing improvement between junctions with King's Hedges Road and St Catherine's Road; new cycle link between King's Hedges Road and Arbury Road; and upgraded cycle paths around and linking to King's Hedges Recreation Ground	Cycle improvements and Cycle Crossing improvements	TSCSC	Arbury and King's Hedges Cycling & Pedestrian Improvements
21	City / South Cambs	C	S Green End Road, between Water Lane / High Street and Nuffield Road	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Links to North Cambridge Station and the Science Park
22	City / South Cambs	CW	S Green End Road, between Nuffield Road and Milton Road / King's Hedges Road	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Links to North Cambridge Station and the Science Park
23	City / South Cambs	CW	S Nuffield Road, between Green End Road and Cambridge North railway station	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Links to North Cambridge Station and the Science Park
24	City / South Cambs	CW	S Ring Fort Path link, between Orchard Park and A14 Histon Interchange	Footway / Cycleway improvement	TSCSC	Transport Delivery Plan
25	City / South Cambs	CWPT S	S Histon Road, junction with Darwin Green (NIAB) access junction incorporating changes to the Histon Road junction with King's Hedges Road; the approach on the B1049 to the A14 Histon Interchange northbound and the A14 eastbound off-slip	New Junction and junction alterations	TSCSC	TBD
32	City / South Cambs	C	S Huntingdon Road, between Oxford Road and Victoria Road / Castle Street, inbound	Cycleway Improvement	TSCSC	Cycle City Ambition Grant
34	City / South Cambs	CW	S Huntingdon Road, located to the southeast of either Oxford Road, Richmond Road or Halifax Road	Cycle Crossing Improvement	TSCSC	TBD
35	City / South Cambs	CW	S Link, between Wellbrooke Way and Darwin Green 1 development	Cycleway	TSCSC	TBD
36	City / South Cambs	CW	S Path, between Darwin Green 2 development and Villa Road, Histon, and Girton Parish Centre, Girton via NIAB bridge over the A14	Cycleway and Footway improvement	TSCSC	TBD
37	City / South Cambs	CWPT	S Focused on the Darwin Green site including the wider area surrounding Darwin Green	Area Wide Travel Planning Measures	TSCSC	TBD
38	City / South Cambs	P	S Darwin Green development to key locations within Cambridge	Bus Service Pump Prime Funding	TSCSC	TBD
39	City / South Cambs	P	S West Cambridge - Northwest Cambridge - Darwin Green - Orchard Park - Cambridge Regional College - Cambridge Science Park - North Cambridge Railway Station	Bus Service Pump Prime Funding	TSCSC	TBD
40	City / South Cambs	P	S Cambridge North West development to key locations within Cambridge	Bus Service Pump Prime Funding	TSCSC	TBD
41	City / South Cambs	P	S Promotional campaign for the Guided Busway	Bus Promotional Campaign	TSCSC	TBD
42	City / South Cambs	C	S Citybound cycle lane on Girton Road, between junctions with Thornton Road and Huntingdon Road, to tie into new cycleway on Huntingdon Road	Cycleway Improvement	TSCSC	TBD
43	City / South Cambs	CW	S Cycle crossing and off-road cycleway on western side of Girton Road, to enable cyclists to access the existing toucan crossing on Huntingdon Road to the west of the junction with Girton Road	Cycle improvement	TSCSC	TBD
44	City / South Cambs	T	S Oxford Road and Windsor Road, Cambridge	Traffic Calming	TSCSC	TBD
64	City / South Cambs	CWPT S	S Hills Road, junction with Long Road and Queen Edith's Way. Also includes Hills Road, between Fendon Road and Long Road / Queen Edith's Way	Junction Improvement Corridor Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Hills Road and Addenbrooke's route
582	City / South Cambs	CW	S Hills Road, between Long Road / Queen Edith's Way and Cherry Hinton Road	Cycleway Improvement	TSCSC	TDP / Cycle City Ambition Grant

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65	City / South Cambs	CW	S Cherry Hinton Road, between Hills Road and Coleridge Road / Hartington Grove	Cycleway Improvement	TSCSC	Cycle City Ambition Grant
66	City / South Cambs	CW	S Cherry Hinton Road, between Coleridge Road / Hartington Grove and Perne Road / Mowbray Road	Cycleway Improvement	TSCSC	Cycle City Ambition Grant
69	City / South Cambs	P	Hills Road inbound, between Addenbrooke's and Cherry Hinton Road	Bus Priority	TSCSC	TBD
70	City / South Cambs	CW	S Cherry Hinton Road, between Perne Road / Mowbray Road and Walpole Road	Cycleway Improvement	TSCSC	TBD
71	City / South Cambs	CW	S Cherry Hinton Road, between Walpole Road and Queen Edith's Way	Cycleway Improvement	TSCSC	TBD
72	City / South Cambs	CWP	S Cherry Hinton Road, junction with Queen Edith's Way / Fulbourn Road / High Street (Robin Hood junction)	Junction Improvement	TSCSC	Transport Delivery Plan
73	City / South Cambs	CW	S Fulbourn Road, between Queen Edith's Way / High Street Cherry Hinton (Robin Hood junction) and Yarrow Road	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Fulbourn / Cherry Hinton Eastern Access
74	City / South Cambs	CW	S Fulbourn Road, between Yarrow Road and Shelford Road	Cycleway Improvement	TSCSC	TBD
581	City / South Cambs	CW	S Queen Edith's Way, between Cherry Hinton Road / High Street / Fulbourn Road and Fendon Road / Mowbray Road	Cycleway Improvement	TSCSC	Transport Delivery Plan / Cycle City Ambition Grant
76	City / South Cambs	CW	S Queen Edith's Way, between Fendon Road / Mowbray Road and Hills Road / Long Road	Cycleway Improvement	TSCSC	Transport Delivery Plan / Cycle City Ambition Grant
77	City / South Cambs	CWP	S Queen Edith's Way, junction with Fendon Road and Mowbray Road	Junction Improvement	TSCSC	TBD
78	City / South Cambs	CWP	S High Street, Cherry Hinton, between Cherry Hinton Road / Fulbourn Road and Coldham's Lane	Cycleway Improvement	TSCSC	Transport Delivery Plan
79	City / South Cambs	CW	S Tins Cycle Path Phase 2, between Kathleen Elliot Way and Orchard Estate	New Cycle Path	TSCSC	Transport Delivery Plan
80	City / South Cambs	CW	S Tins Cycle Path, Bridge over the railway line	New Cycle Bridge	TSCSC	TBD
81	City / South Cambs	CW	S Path north of the railway line between High Street, Cherry Hinton and Yarrow Road	Footway / cycleway Improvement	TSCSC	TBD
82	City / South Cambs	CW	S Cherry Hinton to Shelfords orbital cycle route	Cycleway Improvement	TSCSC	TBD
84	City / South Cambs	CWP	S Mitchams Corner / Staples Corner: one-way gyratory connecting Milton Road, Chesterton Road, Victoria Avenue and Victoria Road	Junction Improvement Streetscape improvement Pedestrian and cycle improvements	TSCSC	TBD
85	City / South Cambs	CW	S Four Lamps Roundabout, junction of Victoria Avenue with Maids Causeway	Pedestrian and cycle crossing improvement	TSCSC	TBD
86	City / South Cambs	CW	S Jesus Green Lock, in the vicinity of	New Cycle Bridge	TSCSC	TBD
87	City / South Cambs	CWP	S Magdelene Street - Bridge Street, between Northampton Street / Chesterton Road and Round Church Street	Streetscape Improvement	TSCSC	TBD
88	City / South Cambs	CWP	S Bridge Street, between Round Church Street and Jesus Lane	Corridor Improvement	TSCSC	TBD
89	City / South Cambs	CWP	S Lensfield Road, between Trumpington Road and Gonville Place / Hills Road / Regent Street	Corridor Improvement	TSCSC	TBD
90	City / South Cambs	CWP	S Gonville Place, between Hills Road / Regent Street and Mill Road / East Road	Corridor Improvement	TSCSC	TBD
91	City / South Cambs	CWP	S Junction of Gonville Place with Mill Road, East Road and Parkside	Junction Improvement	TSCSC	TBD
92	City / South Cambs	CWP	S Mill Road, between Gonville Place and Railway Line	Corridor Improvement	TSCSC	TBD
93	City / South Cambs	CW	S Mill Road Railway Bridge	Widen existing bridge or new cycle bridge to north of existing railway bridge	TSCSC	TBD
94	City / South Cambs	CWP	S Mill Road - Brookfields, between Railway Line and Perne Road / Brooks Road	Corridor Improvement	TSCSC	TBD
95	City / South Cambs	CWP	S Junctions of Trumpington Road with Fen Causeway and Lensfield Road	Junction Safety Improvement	TSCSC	Transport Delivery Plan
96	City / South Cambs	C	S Belgrave Road, Mercer's Row, Pantom Street, Ross Street, Springfield Road, Trafalgar Street	Two-way cycling in one-way streets	TSCSC	Cycle City Ambition Grant
97	City / South Cambs	C	S Chesterton Road roundabout: junction of Chesterton Road with Elizabeth Way and High Street, Chesterton	Cycle Crossing Improvement	TSCSC	TBD
98	City / South Cambs	C	S Chesterton Road - Chesterton Lane, between its junction with Magdelene Street and Elizabeth Way	Cycleway Improvement	TSCSC	City Deal Cycle Workshop Future Funding
99	City / South Cambs	CW	S Trumpington Road, between Brooklands Avenue / Chaucer Road and Bateman Street	Cycleway improvements on eastern side of road Improved crossings for pedestrians and cyclists	TSCSC	Cycle City Ambition Grant
100	City / South Cambs	CW	S Trumpington Road, between Brooklands Avenue / Chaucer Road and Bateman Street	Cycleway improvements on western side of road	TSCSC	Cycle City Ambition Grant
101	City / South Cambs	CWP	S Brooklands Avenue, junction with Trumpington Road and Chaucer Road	Junction Improvement	TSCSC	TBD
102	City / South Cambs	CW	S Brooklands Avenue, between Trumpington Road and Aberdeen Avenue (southern side of road)	Cycleway Improvement	TSCSC	TBD
103	City / South Cambs	CW	S Brooklands Avenue, between and Aberdeen Avenue and Hills Road (southern side of road)	Pedestrian / Cycleway Improvement and cycle crossing improvement	TSCSC	TBD
104	City / South Cambs	CW	S Castle Street, between junction with Mount Pleasant and Northampton Street / Chesterton Lane	Streetscape Improvement	TSCSC	TBD
105	City / South Cambs	C	S Grand Arcade	Cycle Parking Extension	TSCSC	City Council Scheme
106	City / South Cambs	CWP	S St Andrew's Street, between junction with Sidney Street and Downing Street	Corridor Improvement	TSCSC	TBD
107	City / South Cambs	CW	S Silver Street, between Queens Road and Trumpington Street	Corridor Improvement	TSCSC	TBD
108	City / South Cambs	CWP	S Silver Street, junction with Queen's Road and Sidgwick Avenue	Junction Improvement	TSCSC	TBD
109	City / South Cambs	CW	S Sidgwick Avenue, between Grange Road and Queen's Road	Corridor Improvement	TSCSC	TBD
110	City / South Cambs	CWP	S Station Road, between Cambridge Railway Station and Hills Road	Corridor Improvement	TSCSC	TBD
111	City / South Cambs	CWP	S Hills Road, junction with Station Road	Junction Improvement	TSCSC	TBD
114	City / South Cambs	CW	S Riverside Improvements Phase 2, between Priory Road and Stourbridge Common	Streetscape Improvement	TSCSC	TBD
115	City / South Cambs	CW	S Devonshire Road, between junction with Mill Road and Tenison Road	Traffic Calming	TSCSC	TBD
116	City / South Cambs	CW	S Mill Road, junction with Devonshire Road and Kingston Street	Cycle Crossing Improvement	TSCSC	TBD
121	City / South Cambs	CW	S Madingley Road, between Queen's Road and M11	Cycleway Improvement	TSCSC	TBD
122	City / South Cambs	CW	S A1303 Madingley Road / St Neots Road, between M11 and A428 Madingley Mulch roundabout	Cycleway Improvement	TSCSC	TBD
123	City / South Cambs	CW	S Along old A428 corridor, between A428 Madingley Mulch roundabout and Cambourne	Cycleway Improvement	TSCSC	TBD
129	City / South Cambs	CW	S Junction of Barton Road with Grantchester Street / Driftway	Pedestrian crossing improvement	TSCSC	TBD
134	City / South Cambs	CW	S Between Cambourne and St Neots, alongside new dualled A428	Direct Cycle Route	TSCSC	TBD
136	City / South Cambs	CW	S A1198, between A428 and Ermine Street South, Papworth Everard	New cycleway	TSCSC	TBD
137	City / South Cambs	CW	S Grade separated crossing of the A428, between A1198 and Cambourne Road, Cambourne	New Grade Separated Pedestrian and Cycle Crossing	TSCSC	TBD
138	City / South Cambs	CW	S Saint Neots Road, between junction with existing footpath that links to A1198 (Elsforth FP 17) and Cambourne Road, Cambourne	New shared use footway / cycleway	TSCSC	TBD

TIP ID	District	Category of Scheme C=cycle W=walk P =Public Transport T=traffic S=safety				Scheme Location	Scheme Description	Strategy Basis	Programme
139	City / South Cambs	C	W	T	S	B1046 New Road, Barton: between Kings Grove and bus stop to the east of Hines Close (where existing cycle path ends)	New shared use footway / cycleway or traffic calming	TSCSC	TBD
140	City / South Cambs	C	W		S	B1046, between bus stop to the east of Hines Close, Barton and Long Road, Comberton	Cycleway improvement	TSCSC	TBD
141	City / South Cambs	C	W		S	Existing footpath link, between Whitwell Way, Coton and Long Road (between Hardwick and Comberton)	New Cycleway	TSCSC	TBD
142	City / South Cambs	C	W		S	Long Road, between footpath that links to Whitwell Way and Branch Road, Comberton	New Cycleway	TSCSC	TBD
143	City / South Cambs	C	W			Existing footpath link, between Long Road and Main Street, Hardwick	New Cycleway	TSCSC	TBD
144	City / South Cambs	C	W		S	B1046, between Long Road, Comberton and Comberton Village College	New shared use footway / cycleway or traffic calming	TSCSC	TBD
145	City / South Cambs	C	W		S	B1046, between Comberton Village College and Hardwick Road, Toft	Cycleway improvement	TSCSC	TBD
146	City / South Cambs	C	W		S	B1046, between Hardwick Road, Toft and Gills Hill, Bourne	New footway / cycleway	TSCSC	TBD
157	City / South Cambs	C	W		S	Along A1307 corridor between Addenbrooke's / Cambridge Biomedical Campus (CBC), Babraham Research Campus and Granta Park including connection to National Cycle Network (NCN) 11	Cycle and Walking Route Improvements	TSCSC	City Deal A1307 Corridor
158	City / South Cambs	C	W		S	Between Granta Park and Linton	Cycle and Walking Route Improvements	TSCSC	City Deal A1307 Corridor
159	City / South Cambs			P		A1307 in and around Linton	Bus Priority Measures	TSCSC	City Deal A1307 Corridor
160	City / South Cambs	C	W		S	Between Linton and Haverhill	Cycle and Walking Route Improvements	TSCSC	City Deal A1307 Corridor
161	City / South Cambs	C	W		S	A1307 corridor between Addenbrooke's and Haverhill	Bus Stop Accessibility Improvements	TSCSC	City Deal A1307 Corridor
162	City / South Cambs				S	A1307 corridor between Addenbrooke's and Haverhill	Road Safety Improvements	TSCSC	City Deal A1307 Corridor
163	City / South Cambs	C	W		S	Babraham Research Institute path, between A1307 roundabout and High Street, Babraham	New Cycleway	TSCSC	TBD
164	City / South Cambs	C	W			On/off slip to/from northeast-bound A505, under A505 carriageway: connecting existing A505 cycleway with existing cycleway leading to Granta Park	Cycleway Improvement	TSCSC	TBD
165	City / South Cambs	C	W		S	Cycleway, between High Street Babraham and Newmarket Road, Little Abington via bridge over the A11	Cycleway / Footway Improvement	TSCSC	TBD
166	City / South Cambs	C	W		S	Newmarket Road, Little Abington: between Granta Park site access roundabout and path to bridge over A11	Introduction of on-road cycle lanes	TSCSC	TBD
167	City / South Cambs	C	W		S	Along A1307, between Linton Village College and Pampisford Road, Great Abington	Cycleway Improvement including new crossing of the A1307 to enable commuters to safely access Granta Park	TSCSC	TBD
168	City / South Cambs	C	W		S	Across the A1307, to improve access to Linton Village College	Pedestrian / Cycle crossing improvement	TSCSC	TBD
169	City / South Cambs	C	W		S	Stapleford to Babraham Institute via Rowley Lane	Cycleway / Footway Improvement	TSCSC	TBD
170	City / South Cambs	C	W			A1301 Sawton Bypass western side, between Cambridge Road and Mill Lane	New Cycleway	TSCSC	TBD
171	City / South Cambs	C	W			Whittlesford to Whittlesford Parkway Railway Station via Duxford Road / Station Road West	Cycleway / Footway Improvement	TSCSC	TBD
175	City / South Cambs			P	T	Milton Park & Ride	Park and Ride Expansion	TSCSC	TBD
181	City / South Cambs	C	W		S	Alongside A10, between Cambridge Research Park and where existing path ends just north of Denny End	New Cycleway	TSCSC	TBD
182	City / South Cambs	C	W		S	Alongside A10, between Cambridge Research Park and A1123, Stretham	New Cycleway	TSCSC	TBD
183	City / South Cambs		W		S	B1049 Twenty Pence Road, between Lockspit Hall Drove (Smithy Fen) and existing path opposite All Saints Church, Cottenham	New Footway	TSCSC	TBD
184	City / South Cambs		W		S	Footbridge alongside Rampton Road, between Rampton and Cottenham	New footbridge	TSCSC	TBD
185	City / South Cambs	C	W		S	Rampton Road, between Rampton and Cottenham	Cycleway Improvement	TSCSC	TBD
186	City / South Cambs	C	W		S	Bannold Road, Waterbeach: northern side between Cody Road and Bannold Drove	New Footway	TSCSC	TBD
187	City / South Cambs	C	W		S	Cottenham to Cambridge Research Park, Waterbeach via Long Drove	New Cycleway	TSCSC	TBD
188	City / South Cambs	C	W		S	Link between Cottenham to Landbeach along Beach Road - Cottenham Road, between Long Drove and Green End	New Cycleway	TSCSC	TBD
189	City / South Cambs	C	W		S	B1049 Histon Road, Cottenham: between High Street and Appletree Close	New Cycleway	TSCSC	TBD
190	City / South Cambs	C	W		S	Oakington Road - Rampton Road Cottenham: between 30mph signs on Rampton Road and junction with B1049 Histon Road by village green	Widening Footpath to Cycleway	TSCSC	TBD
191	City / South Cambs	C	W	P	S	B1049 Water Lane, Histon: junction with The Green and Impington Lane	Junction Improvement	TSCSC	Transport Delivery Plan
192	City / South Cambs	C	W		S	B1049 Cambridge Road, Impington: at the junction with Cambridge Road or by the Coppice Path	Pedestrian and cycle crossing improvement	TSCSC	TBD
193	City / South Cambs			P		Station Road - Cambridge Road, Histon, by junction with New Road	Bus Priority	TSCSC	TBD
196	City / South Cambs	C	W		S	Bridge over the A505, alongside the A10 connecting Melbourn to Royston	New cycle bridge	TSCSC	to Royston Cycle Route
197	City / South Cambs	C	W		S	A10 between A505, Royston and Back Lane, Melbourn	New cycle route	TSCSC	to Royston Cycle Route
198	City / South Cambs	C	W		S	Public Right of Way Footpath 160/9, between Meldreth Railway Station and Station Road, Melbourn via underpass under the A10	Upgrade footpath to Cycleway	TSCSC	TBD
199	City / South Cambs	C	W		S	Cambridge Road, between Melbourn Science Park and A10 (Frog End)	New cycleway	TSCSC	to Royston Cycle Route
200	City / South Cambs				T	A10 Melbourn Bypass, junction with Cambridge Road and Frog End, Shepreth	Junction Safety Improvement	TSCSC	Transport Delivery Plan
201	City / South Cambs	C			S	Northwestern side of A10, between Shepreth Road and Foxton Level Crossing	Upgrade Footway to Cycleway	TSCSC	to Royston Cycle Route
202	City / South Cambs	C	W		S	Southeastern side of A10, between Shepreth Road, Foxton and Foxton Level Crossing	New Cycleway	TSCSC	TBD
203	City / South Cambs		W		S	Foxton Railway Station	New Footbridge	TSCSC	TBD
204	City / South Cambs	C	W		S	A10 Cambridge Road, between Church Street, Harston and Church Road, Hauxton	Footway and Cycleway improvements Improved crossings	TSCSC	Cycle City Ambition Grant
206	City / South Cambs	C	W		S	Alongside line of existing Barrington Cement Works to Foxton railway line, between Haslingfield Road and Foxton Railway Station	New Cycleway	TSCSC	TBD
207	City / South Cambs	C	W		S	Between Haslingfield, New Road and Burnt Close, Grantchester via Cantelupe Road	New cycle route	TSCSC	TBD
208	City / South Cambs	C	W			Between High Street, Grantchester and Grantchester Meadows, Newnham	Cycle Route Improvement	TSCSC	TBD
209	City / South Cambs	C			S	Trumpington High Street, between Hauxton Road / Shelford Road and Winchmore Drive	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: A1309 Trumpington High Street
211	City / South Cambs				T	Addenbrooke's Road / Shelford Road junction improvements	Junction Improvement	TSCSC	TBD
212	City / South Cambs	C	W	P	T	East Road, between Mill Road and St Matthew's Street / Nelson Close	Corridor Improvement	TSCSC	TBD
213	City / South Cambs	C	W	P	T	East Road, junction with St Matthew's Street	Junction Improvement	TSCSC	TBD
214	City / South Cambs	C	W	P	T	East Road, between St Matthew's Street / Nelson Close and Elizabeth Way / Newmarket Road	Corridor Improvement	TSCSC	TBD
217	City / South Cambs	C	W		S	Newmarket Road, in vicinity of junction with Coldham's Lane	Cycle Crossing Improvement	TSCSC	TBD
227	City / South Cambs	C	W		S	Ditton Lane crossing improvements for cyclists at junction with Newmarket Road	Cycle Crossing Improvement	TSCSC	City Deal Newmarket Road Corridor Improvements

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232	City / South Cambs	CW	S Ditton Lane, between Fison Road and Fen Ditton Community Primary School	Cycleway & Footway Improvement Cycle crossing improvements	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Ditton Lane and Links to East Cambridge
233	City / South Cambs	CWP	S Longstanton Park & Ride site	Expanded Park & Ride	TSCSC	TBD
235	City / South Cambs	CW	S B1050, between Longstanton and Bar Hill	New footway / cycleway	TSCSC	Transport Delivery Plan
236	City / South Cambs	CW	S Along alignment of Longstanton Road ('Old Airfield Road') between Longstanton and Oakington	New Cycleway and Footway	TSCSC	TBD
237	City / South Cambs	CW	S Along Oakington Road - Dry Drayton Road, between Dry Drayton and Oakington	New footway / Cycleway	TSCSC	TBD
238	City / South Cambs	CW	S Rampton to Northstowe, via Reynold's Drove between Rampton Road and Cuckoo Lane	Upgrade footpath to Cycleway	TSCSC	TBD
239	City / South Cambs	CW	S Longstanton Road, Over: between CGB and King Street	New Cycleway	TSCSC	TBD
240	City / South Cambs	C	S Between Oakington and Girton	Cycle Route Improvement	TSCSC	TBD
241	City / South Cambs	TS	S Ramper Road, between Longstanton and Swavesey	Safety Improvements	TSCSC	TBD
242	City / South Cambs	TS	S Rampton Road, between Willingham and Rampton	Safety Improvements	TSCSC	TBD
243	City / South Cambs	TS	S Willingham Traffic Lights	Capacity Improvement	TSCSC	TBD
244	City / South Cambs	W	S Safety improvements at CGB bridge crossing between Rampton Drift and Rampton, no bridge	Safety Improvements	TSCSC	TBD
248	City / South Cambs	WT	S Closure of Airfield Road with pelican crossing and access junction towards Oakington	Traffic Management Scheme	TSCSC	TBD
249	City / South Cambs	WT	S Oakington crossroads signal upgrade and slight widening of junction to improve capacity. £150K	Junction Improvement	TSCSC	TBD
250	City / South Cambs	C	S Cambridge Rd New Rd (south of Oakington) roundabout with cycle crossings. 250K	Junction Improvement	TSCSC	TBD
251	City / South Cambs	CW	S Rampton to Cottenham widening of existing path alongside road £450K	Cycleway Improvement	TSCSC	TBD
252	City / South Cambs	CW	S Oakington to Cottenham cycle route alongside Oakington Road – £1m	New Cycleway	TSCSC	TBD
253	City / South Cambs	CW	S Rampton to Willingham cycle route alongside road. £450K	New Cycleway	TSCSC	TBD
254	City / South Cambs	CW	S Improvements to link at Windmill Hill between CGB and Over Road. £150K	Cycleway Improvement	TSCSC	TBD
255	City / South Cambs	CW	S upgrade to track (Reynolds Drove) between Rampton and CGB.	Cycleway Improvement	TSCSC	TBD
256	City / South Cambs	CW	S 1.96km new bridleway links from Northstowe to Willingham, mostly upgrading of existing tracks. Cost £133k.	Cycleway Improvement	TSCSC	TBD
257	City / South Cambs	CW	S 2.31km new bridleway link avoiding road from Longstanton to Swavesey. Connecting footpath linking to Ramper Road to be raised to bridleway status. Route generally follows boundaries to avoid creating cross-field route. Cost £154k.	Cycleway Improvement	TSCSC	TBD
258	City / South Cambs	CW	S 1.39km new bridleway links to Boxworth and RoW network to South West of A14	Cycleway Improvement	TSCSC	TBD
536	City / South Cambs	C	S Throughout Cambridge City	Cycle Parking	TSCSC	City Deal Phase 1 Cross City Cycle Improvements
537	City / South Cambs	C	S Throughout Cambridge City	Minor Cycleway Improvements	TSCSC	City Deal Phase 1 Cross City Cycle Improvements
543	City / South Cambs	CW	S Cycle catchment area connecting employment areas in the A428 corridor including Cambourne	Cycle and Walking network improvements	TSCSC	TBD
544	City / South Cambs	CW	S Cycle catchment area connecting transport interchanges along the A428 corridor	Cycle and Walking network improvements	TSCSC	TBD
545	City / South Cambs	CW	S 3 mile catchment area for Cambourne Village College	Cycle and Walking network improvements	TSCSC	TBD
546	City / South Cambs	CW	S 3 mile catchment area for Comberton Village College	Cycle and Walking network improvements	TSCSC	TBD
547	City / South Cambs	CW	S 3 mile catchment area for Gamlingay Village College	Cycle and Walking network improvements	TSCSC	TBD
548	City / South Cambs	CWP	S Along A1307 corridor between Haverhill and Cambridge	New transport interchanges	TSCSC	TBD
549	City / South Cambs	CW	S Connecting transport interchanges along the A1307 corridor	Cycle and Walking network improvements	TSCSC	TBD
550	City / South Cambs	CW	S 3 mile catchment area for Linton Village College	Cycle and Walking network improvements	TSCSC	TBD
551	City / South Cambs	CWP	S Shelford Railway Station	Interchange Improvement	TSCSC	TBD
552	City / South Cambs	CWP	S Whittlesford Parkway Railway Station	Interchange Improvement	TSCSC	TBD
553	City / South Cambs	CWP	S Great Chesterford Railway Station	Interchange Improvement	TSCSC	TBD
554	City / South Cambs	CW	S Between Shelford and Saffron Walden	Cycle and Walking network improvements	TSCSC	TBD
555	City / South Cambs	CW	S Connecting Wellcome Trust Genome Campus with Babraham Research Campus and Granta Park	Cycle and Walking network improvements	TSCSC	TBD
556	City / South Cambs	CW	S 3 mile catchment area for Sawston Village College	Cycle and Walking network improvements	TSCSC	TBD
557	City / South Cambs	CWP	S Waterbeach Railway Station	Interchange Improvement	TSCSC	TBD
558	City / South Cambs	CW	S 3 mile catchment area for Cottenham Village College	Cycle and Walking network improvements	TSCSC	TBD
559	City / South Cambs	CW	S 3 mile catchment area for Impington Village College	Cycle and Walking network improvements	TSCSC	TBD
560	City / South Cambs	CW	S 3 mile catchment area for Waterbeach Railway Station	Cycle and Walking network improvements	TSCSC	TBD
561	City / South Cambs	CWP	S Foxton Railway Station	Interchange Improvement	TSCSC	TBD
562	City / South Cambs	CWP	S Shepreth Railway Station	Interchange Improvement	TSCSC	TBD
563	City / South Cambs	CWP	S Meldreth Railway Station	Interchange Improvement	TSCSC	TBD
564	City / South Cambs	CWP	S Ashwell and Morden Railway Station	Interchange Improvement	TSCSC	TBD
565	City / South Cambs	CW	S Between villages and HQPT corridor	Cycle and Walking network improvements	TSCSC	TBD
566	City / South Cambs	CW	S A10, between Royston and Cambridge	Off-road Cycle network improvements	TSCSC	TBD
567	City / South Cambs	CW	S Catchment area for Melbourn Village College	Cycle and Walking network improvements	TSCSC	TBD
568	City / South Cambs	CW	S Catchment area for Bassingbourn Village College	Cycle and Walking network improvements	TSCSC	TBD
569	City / South Cambs	CW	S Catchment area for employment sites in Newmarket to Cambridge corridor	Cycle and Walking network improvements	TSCSC	TBD
570	City / South Cambs	CW	S Catchment area for Newmarket Road Park & Ride site	Cycle and Walking network improvements	TSCSC	TBD
571	City / South Cambs	CW	S Catchment area for Bottisham Village College	Cycle and Walking network improvements	TSCSC	TBD
572	City / South Cambs	CWP	S Cycle catchment area for employment sites in Northstowe to Cambridge corridor	Cycle and Walking network improvements	TSCSC	TBD
573	City / South Cambs	CW	S Cycle catchment area for Swavesey Village College	Cycle and Walking network improvements	TSCSC	TBD
574	City / South Cambs	CW	S Cycle catchment area for Cottenham Village College	Cycle and Walking network improvements	TSCSC	TBD

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575	City / South Cambs	C	W		S	Cycle catchment area for Impington Village College	Cycle and Walking network improvements	TSCSC	TBD
576	City / South Cambs	C	W		S	Cycle catchment area for Guided Busway northern section	Cycle and Walking network improvements	TSCSC	TBD
583	City / South Cambs				T	Vicinity of Station Road, Cambridge	Resident Parking Management Scheme	TSCSC	TBD
584	City / South Cambs			P		Shepreth Road, Foxton	Real Time Bus Information Displays	TSCSC	TBD
586	City / South Cambs				T	Shepreth Road, Foxton	Traffic Regulation Order to extend the 30mph speed limit on Shepreth Road	TSCSC	TBD
587	City / South Cambs			P		Southbound bus stop in vicinity of 315-349 Mill Road, Cambridge	Real Time Bus Information Display	TSCSC	TBD
588	City / South Cambs				T	Residential streets in the vicinity of Arm, Fulbourn Road, Cambridge	Resident Parking Management Scheme	TSCSC	TBD
589	City / South Cambs	C	W			Employee catchment area for Arm, Peterhouse Technology Park	Travel Plan Monitoring	TSCSC	TBD
590	City / South Cambs			P		Westbound Bus Stop, Fulbourn Road, in vicinity of Arm, Peterhouse Technology Park	Real Time Bus Information Display	TSCSC	TBD
591	City / South Cambs			P		Westbound Bus Stop, Fulbourn Road, in vicinity of Arm, Peterhouse Technology Park	Bus Shelter Installation	TSCSC	TBD
592	City / South Cambs			P		Southbound bus stop, Cody Road, Waterbeach	Real Time Bus Information Display	TSCSC	TBD
593	City / South Cambs			P		Puddicombe Way Bus Stop (or other bus stop within close proximity to the development)	Real Time Bus Information Display	TSCSC	TBD
594	City / South Cambs	C	W			Link between Red Cross Lane and Robinson Way, Cambridge	Upgrade Existing Footpath to Cycle Path	TSCSC	TBD
597	City / South Cambs				T	Sawston: Junction of Babraham Road with Cambridge Road / New Road / Hillside	Junction Improvement	TSCSC	TBD
600	City / South Cambs	C			S	Junction of Hills Road with Purbeck Road	Cycle Safety Improvement: Introduction of Right Turn Lane for cyclists at junction	TSCSC	TBD
601	City / South Cambs			P		Waterbeach: Cody Road, southbound	Bus Stop Improvement	TSCSC	TBD
602	City / South Cambs			P		Waterbeach: Cody Road, northbound	Bus Stop Improvement	TSCSC	TBD
603	City / South Cambs			P		Girton: Girton Road, southbound, south of junction with Wellbrook Way	Bus Stop Improvement	TSCSC	TBD
604	City / South Cambs			P		Girton: Girton Road, southbound & northbound, south of junction with Wellbrook Way	Real Time Bus Information Displays	TSCSC	TBD
605	City / South Cambs				T	M11 Corridor	Highway Capacity Improvement	TSCSC	TBD
606	City / South Cambs				T	Between Addenbrooke's Road and Babraham Road	Highway Capacity Improvement	TSCSC	TBD
607	City / South Cambs				T	Between Babraham Road and Cherry Hinton (Yarrow Road)	Highway capacity Improvement	TSCSC	TBD
608	City / South Cambs				T	Between Airport Way and the A14 Fen Ditton junction	Highway capacity Improvement	TSCSC	TBD
609	City / South Cambs			P		Investigate Bus tunnels a possible longer term option for addressing capacity constraint in city centre	Investigate Bus tunnels a possible longer term option for addressing capacity constraint in city centre	TSCSC	TBD
610	City / South Cambs	C				Midsummer Common	Cyclepath Works	TSCSC	Cycle Team
611	City / South Cambs	C	W			Buchan Street Area	Pedestrian and Cycle Improvements	TSCSC	TBD
612	City / South Cambs			P		Science Park, Histon & Milton	RTPI Improvements	TSCSC	TBD
613	City / South Cambs	C				Orchard Park to City Centre	Cycle Route Improvement	TSCSC	Cycle Team
614	City / South Cambs	C	W			Across Arbury Road, at its junction with Kings Hedges Road	Pedestrian / Cycle crossing improvement	TSCSC	Cycle Team
615	City / South Cambs	C	W		T S	Fen Road, Cambridge	Traffic Calming	TSCSC	Local Projects
616	City / South Cambs				T	B1049, southbound to the A14 Interchange	Traffic Improvement Scheme	TSCSC	Local Projects
617	City / South Cambs	C				North of the Jane Coston Bridge over the A14	Cycleway Widening	TSCSC	Local Projects
618	City / South Cambs	C				Water Street & Fen Road, Chesterton	Cycling Improvements	TSCSC	Local Projects
619	City / South Cambs	C	W			Hills Road Bridge Steps	Cycle / Pedestrian Improvement	TSCSC	TBD
620	City / South Cambs			P		Brooklands Avenue	Re-siting of bus stops / upgrade of bus stops	TSCSC	TBD
621	City / South Cambs			P		From Cambridge to Cherry Hinton & Fulbourn (via Coldham's Lane)	RTPI Improvements	TSCSC	TBD
622	City / South Cambs	C	W		T S	Tenison Road	Traffic Calming	TSCSC	Local Projects
623	City / South Cambs	C	W		T	Throughout Cambridge City	Removal of Unnecessary Street Signage	TSCSC	TBD
624	City / South Cambs	C	W			Entrance to Stourbridge Common	Pedestrian and Cycle Improvements	TSCSC	TBD
629	City / South Cambs				T	Residential streets to the east of Hills Road & south of Cherry Hinton Road that do not currently have any parking controls are within 20 minutes walk of the Triangle Site	Parking Management Scheme	TSCSC	TBD
630	City / South Cambs				T	Residential streets within the Arcadia development, south of Brooklands Avenue	Parking Management Scheme	TSCSC	TBD
631	City / South Cambs			P		Brooklands Avenue	Real Time Passenger Information Display	TSCSC	TBD
633	City / South Cambs	C				Vicinity of Station Road, Cambridge	Improved Cycle Parking Provision	TSCSC	TBD
634	City / South Cambs				T	Linton Police Station & 9-15 Cambridge Road	Publication and implementation of a Traffic Regulation Order to change the speed limit	TSCSC	TBD
635	City / South Cambs	C	W		T S	Land at junction of Beach Road & Long Drive, Cottenham	Speed Zone Contribution towards the process to move 30mph zone out of the village along Beach Road and other associated speed reduction measures in the vicinity of the development	TSCSC	TBD
638	City / South Cambs				T	Northern junction of Cowley Road with Milton	Highway improvement works to the southbound road markings comprising lane redesignation with on street car parking to be controlled with TROs along entire length of Cowley Road.	TSCSC	TBD
639	City / South Cambs			P		Gamlingay: two bus stops on Stocks Lane/Blythe Way, two bus stops on Church St/Waresley Rd and one bus stop on Waresley Rd/Grays Rd	Upgrading enhancement and maintenance of bus stops	TSCSC	TBD
640	City / South Cambs	C	W		S	Ickleton Road, between Hexcel site access, Duxford and Ickleton	New cyclepath	TSCSC	TBD

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641	City / South Cambs	C W	Between Crafts Way (Bar Hill Perimeter Road), Bar Hill and Oakington Road, Dry Drayton, following edge of the Golf Course	New Cyclepath	TSCSC	TBD
644	City / South Cambs	T	M11 Junction 13	Ramp Metering	TSCSC	TBD
645	City / South Cambs	S	Huntingdon Road, Cambridge, between A14 and Histon Road	Speed Management	TSCSC	TBD
646	City / South Cambs	P	Opposite Windmill Lane, on Cambridge Road, Fulbourn	Real Time Passenger Information Display	TSCSC	TBD
650	City / South Cambs	T	Brunswick Site, Cambridge	Traffic Regulation Order to preclude on-street parking of private vehicles by Occupants of the Development and their visitors within streets subject to resident parking restrictions	TSCSC	TBD
651	City / South Cambs	T	Land Rear of 93/95 Tenison Rd, Cambridge	Traffic Regulation Order to exclude the residents of dwellings from being eligible for residents permits except for visitor permits	TSCSC	TBD
652	City / South Cambs	T	Wessex Place, 35 Magrath Avenue, Cambridge	Traffic Regulation Order to remove rights of all residents of the Development to obtain any permit to park on-street within the existing Resident's Parking Scheme including parking permits for visitors.	TSCSC	TBD
654	City / South Cambs	C W	Orbital cycle route between Histon Road and Madingley Road	Improvements to the cycle crossing points and facilities along the Histon Road to Madingley Road cycle route.	TSCSC	TBD
655	City / South Cambs	P	Opp Howes Place, Cambridge	Bus Stop Improvement: New Bus Shelter	TSCSC	TBD
656	City / South Cambs	P	Opp Howes Place, Cambridge	Real Time Passenger Information Display	TSCSC	TBD
657	City / South Cambs	T	Junction of Madingley Road with Queen's Road and Northampton Street	Junction Improvement	TSCSC	TBD
658	City / South Cambs	T	Residential Streets in the vicinity of University site at Northwest Cambridge	Controlled Parking Zone - consultation and implementation	TSCSC	TBD
659	City / South Cambs	W	M11 Underpass	M11 Underpass Upgrade	TSCSC	TBD
660	City / South Cambs	C W	PROW 39/30: Coton Countryside Reserve Link: bridleway between Madingley Road and cycle bridge over the M11	Public Right of Way Upgrade	TSCSC	TBD
661	City / South Cambs	T	Vicinity of Devonshire Road, Cambridge	Traffic Regulation Order to control parking on roads in vicinity of the development	TSCSC	TBD
663	City / South Cambs	C W	"Horse Paddocks Path", west of Ditton Lane	Cyclepath Improvement	TSCSC	TBD
686	City / South Cambs	C W P T	Area surrounding Northstowe	Area Wide Travel Planning	TSCSC	TBD
692	City / South Cambs	W	S High Street and Beach Road close to Brenda Gautrey Way, Cottenham	Upgrade of High Street crossing to a zebra crossing and improvements to the crossing of Beach Road close to Brenda Gautrey Way	TSCSC	TBD
693	City / South Cambs	T S	Vicinity of Duxford Primary School	Installation of flashing warning signs	TSCSC	Hexcel, Land off Ickleton Rd
694	City / South Cambs	T S	Each entrance to the village of Duxford on Hunts Rd, Ickleton Rd and Moorfield Rd	Installation of flashing warning signs	TSCSC	Hexcel, Land off Ickleton Rd
231	City / South Cambs	C W	S Between Stow Cum Quy and Lode	New footway / cycleway	TSCSC + Draft TSEC	Cycle City Ambition
10	City / South Cambs	C	S Cycle Link, between Milton Road at junction with Guided Busway and Cowley Road, outbound	Cycleway Improvement	TSCSC + TIP	TBD
11	City / South Cambs	C W	S Cycle Link, between Cambridge Science Park access and Cambridge North Railway Station	New Cycle Link	TSCSC + TIP	TBD
12	City / South Cambs	C	S Cambridge Science Park Road	Upgrade existing paths to cycleways & new cycleways	TSCSC + TIP	TBD
15	City / South Cambs	C W P T S	Cambridge Regional College - Cambridge Science Park - Cambridge Business Park	Employment Based Area Wide Travel Planning	TSCSC + TIP	Travel Plan Plus (to end of 2016)
68	City / South Cambs	C W	S Mill Road, junction with Coleridge Road	Pedestrian crossing improvement	TSCSC + TIP	TBD
261	City / South Cambs	C	S Along line of B1050, between Willingham and A1123 Earith Bridge	New Cycleway	TSCSC + TIP	TBD
19	City / South Cambs	C W	S Arbury Road, between North Cambridge Academy and Milton Road	Cycleway Improvement	TSCSC +TIP	TBD
29	City / South Cambs	C W	S Link, between Darwin Green and Histon Road via Cambridge Squash Club access	Footway / Cycleway improvement & new crossing	TSCSC +TIP	TBD
33	City / South Cambs	C P	S Huntingdon Road, between Victoria Road / Castle Street and Oxford Road outbound	Cycleway Improvement	TSCSC +TIP	TBD

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453	East Cambs	T	Ely Southern Bypass A142	Highway Improvement	LTTS + Final Draft TSEC - NOT ADOPTED	TBD
454	East Cambs	P	Soham Railway Station	Rail Improvement	LTTS + Final Draft TSEC - NOT ADOPTED	TBD
455	East Cambs	P	Ely area rail infrastructure improvements	Rail Improvement	LTTS + Final Draft TSEC - NOT ADOPTED	TBD
456	East Cambs	P	Newmarket west curve	Rail Improvement	LTTS + Final Draft TSEC - NOT ADOPTED	TBD
457	East Cambs	CWP	Improved parking and interchange facilities at Ely Station	Public Transport Improvement	LTTS + Final Draft TSEC - NOT ADOPTED	TBD
458	East Cambs	P	Bus improvements	Public Transport Improvement	LTTS + Final Draft TSEC - NOT ADOPTED	TBD
459	East Cambs	T	Dualling of the A10 between the A142 Witchford Road and the A142 Angel Drove	Highways Improvements.	LTTS + Final Draft TSEC - NOT ADOPTED	TBD
460	East Cambs	C	Cycle bridge over the A10 with upgraded link to Lancaster Way	Cycle bridge	Final Draft TSEC - NOT ADOPTED	TBD
461	East Cambs	C	Cycle route Lynn Rd- High Barns	via New Barns Avenue (Options - on rd. lane, shared use path)	Final Draft TSEC - NOT ADOPTED	TBD
462	East Cambs	C	Feasibility Study for Cycle route: Western Boundary	Options on-rd., shared use path	Final Draft TSEC - NOT ADOPTED	TBD
463	East Cambs	C	Cycle route High Barns - New Barns	Options on-rd., shared use path	Final Draft TSEC - NOT ADOPTED	TBD
464	East Cambs	C	Cycle route High Barns estate/Lynn Rd crossings	Options on-rd., shared use path	Final Draft TSEC - NOT ADOPTED	TBD
465	East Cambs	C	Additional cycle parking provision Stands in the corner along the edge of the Market Square in the corner opposite the war memorial Stands on market place and other locations Additional stands in the Cloisters area and other locations		Final Draft TSEC - NOT ADOPTED	TBD
467	East Cambs	C	Cycleway Route along Cam Drive connecting Kings Ave to Lynn Rd		Final Draft TSEC - NOT ADOPTED	TBD
468	East Cambs	CW	Pedestrian and cycle link (bridge) to connect Summer Hayes (off Henley Way) to Merivale Way	Bridge between Henley Way and Merivale Way- Linking tow large housing developments and connecting into the Lisle Lane route. This route would also connect up the Ely North	Final Draft TSEC - NOT ADOPTED	TBD
469	East Cambs	C	Cycle Route St Johns Rd- Tower Court Area		Final Draft TSEC - NOT ADOPTED	TBD
470	East Cambs	S	Feasibility study to review A10/West Fen Rd junction-Safety Scheme	Investigation required- options could include: New 4 arm roundabout Additional signage	Final Draft TSEC - NOT ADOPTED	TBD
471	East Cambs	S	A10 Downham Rd- Safety scheme	Investigation required-options could include: Signage near the school Pedestrian crossings; cycle pedestrian underpass as part of the leisure centre development; Traffic calming	Final Draft TSEC - NOT ADOPTED	TBD
472	East Cambs	S	Broad St/Back Hill junctions changes	Safety improvements	Final Draft TSEC - NOT ADOPTED	TBD
473	East Cambs	CW	Cycle / pedestrian underpass associated with Ely Southern Bypass	In order to facilitate the Ely- Stuntney-Soham cycle route (Ely - Stuntney section to be delivered alongside the Ely Southern Bypass)	Final Draft TSEC - NOT ADOPTED	TBD
474	East Cambs	P	Real Time Bus Information and other infrastructure improvements	List Bus Stop Interchange on Market street	Final Draft TSEC - NOT ADOPTED	TBD
476	East Cambs	T	Improve access and parking provision at Littleport Station	Additional car and cycle parking; improve access for all users	Final Draft TSEC - NOT ADOPTED	TBD
477	East Cambs	WT	Littleport town centre streetscape improvements	Improvements to Main St, Granby St, Hitches St, Globe Lane and Crown Lane Signage Street Lighting Kerb level Information panels Benches	Final Draft TSEC - NOT ADOPTED	TBD
478	East Cambs	CW	Littleport improved cycle and pedestrian access	Creation of new circular pedestrian route to the north, south and east of Littleport	Final Draft TSEC - NOT ADOPTED	TBD
479	East Cambs	CW	Littleport improved cycle and pedestrian access	New routes to Little Downham and Ely (Black Bank between Littleport and Ely steep embankment may be an issue for off-road route) or Ely Rd- Lynn Rd	Final Draft TSEC - NOT ADOPTED	TBD
480	East Cambs	P	Littleport improved bus service provision	Work with operating companies to secure improved bus services for the town	Final Draft TSEC - NOT ADOPTED	TBD
481	East Cambs	P	Soham- Improvements to town centre bus stops	Service 12, 117 Stop opposite Brook Dam Lane Stop near the Birches	Final Draft TSEC - NOT ADOPTED	TBD
483	East Cambs	C	Soham Town Cycling network	Hall St Pratt St High St Paddock St Townsend Rd Sand St to connect with Fordham Rd (Options on-road label, shared use path)	Final Draft TSEC - NOT ADOPTED	TBD
484	East Cambs	C	Cycle route: Soham to Ely (via Stuntney)	9.6km Link in with route above and also to Soham to Wicken Fen listed below	Final Draft TSEC - NOT ADOPTED	TBD
485	East Cambs	W	Soham- Investigation Streetscape Improvements	Investigate 20mph alongside Mareside and Brook St (existing 30mph)	Final Draft TSEC - NOT ADOPTED	TBD
486	East Cambs	C	Cycle route: Soham to Wicken Fen	Options Off Rd route connecting to NCN 11 links to Soham to Ely Scheme. Consider routing via Upware	Final Draft TSEC - NOT ADOPTED	TBD
487	East Cambs	T	Soham Eastern Gateway linkages	New roundabout on the A142 Link Rd to Pratt St A142/Eastern Gateway	Final Draft TSEC - NOT ADOPTED	TBD
488	East Cambs	S	Ashely - investigations into traffic calming	Village centre	Final Draft TSEC - NOT ADOPTED	TBD
489	East Cambs	C	Brinkley - Cycle route improvements to Borough Green		Final Draft TSEC - NOT ADOPTED	TBD
490	East Cambs	S	Burwell - Safety Improvement Signage on Newham Lane/Pantile Lane/Castburn Lane		Final Draft TSEC - NOT ADOPTED	TBD
491	East Cambs	S	Burwell - Speeding issues- investigate introduction of speed reduction measures through the village		Final Draft TSEC - NOT ADOPTED	TBD
492	East Cambs	CW	Cycle/ pedestrian path between Burwell and Exning along B1103 Newmarket Road: between B1102 Isaacson Road and The Drift, Exning	New Shared Use Cycle and Pedestrian Path	Final Draft TSEC - NOT ADOPTED	TBD
493	East Cambs	S	Cheveley - Investigations into traffic calming	Village centre	Final Draft TSEC - NOT ADOPTED	TBD
494	East Cambs	C	Dullingham - Cycle route improvement	Investigation into cycle link to Newmarket	Final Draft TSEC - NOT ADOPTED	TBD
495	East Cambs	C	Fordham - Cycle route improvement	Burwell-Fordham-Isleham	Final Draft TSEC - NOT ADOPTED	TBD
496	East Cambs	T	Haddenham - Investigations into Improvements to Wilcham Toll junction	Investigate possibility of a roundabout / traffic signals A142 / Ely Rd	Final Draft TSEC - NOT ADOPTED	TBD
497	East Cambs	T	Haddenham - Investigate measures to reduce HGV traffic through village		Final Draft TSEC - NOT ADOPTED	TBD
498	East Cambs	CW	Little Downham - Cycle improvement	Improve bridleway to create cycle route from Little Downham to Ely (investigate opportunities for improvements to NCN 11) or upgrade existing footway alongside B1211 to shared use.	Final Draft TSEC - NOT ADOPTED	TBD

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499	East Cambs		S Little Thetford - Investigate possible safety and access improvements to the A10 / The Wyches junction	Investigate improvements to the junction to improve safety of right turning traffic towards Ely.	Final Draft TSEC- NOT ADOPTED	TBD
500	East Cambs		S Little Thetford - Speeding Issues on A10	Review of 50mph limit	Final Draft TSEC- NOT ADOPTED	TBD
501	East Cambs		S Little Thetford - Traffic calming measures	At the junction of the village with the A10	Final Draft TSEC- NOT ADOPTED	TBD
502	East Cambs	C W	Little Thetford - Foot/cycle path extensions	Required in the Wyches from the cemetery to A10 (may require land take) and between Little Thetford and Stretham	Final Draft TSEC- NOT ADOPTED	TBD
503	East Cambs	C W	Lode - Pedestrian/Cycle improvement	Cycle route between Ouy and Lode for commuter to Cambridge (investigate opportunity for improvements to NCN 11 but also options for B1102 segregated cycle route or shared use ped/cycle path)	Final Draft TSEC- NOT ADOPTED	TBD
504	East Cambs	C	Mepal - Cycle Improvement	Segregated cycle route along A142 from Sutton to Mepal	Final Draft TSEC- NOT ADOPTED	TBD
505	East Cambs		S Newmarket Fridge - Investigations into traffic calming	on Duchess Drive	Final Draft TSEC- NOT ADOPTED	TBD
506	East Cambs		S Queen Adelaide - Road safety	Investigate speed reduction measures along B1382 and safety issues at junction with river bridge	Final Draft TSEC- NOT ADOPTED	TBD
507	East Cambs		S Reach - Traffic Calming	Investigate need for traffic calming in the village; Investigation into congestion relief at Stow cum Quoy / A14	Final Draft TSEC- NOT ADOPTED	TBD
508	East Cambs		S Stetchworth - Traffic Calming	Investigations into traffic calming - village centre	Final Draft TSEC- NOT ADOPTED	TBD
509	East Cambs	C W	Stretham - Walking and cycling improvement- Investigate pedestrian/cycle route	Shared use or segregated between Stretham and Ely	Final Draft TSEC- NOT ADOPTED	TBD
510	East Cambs		S Stuntney - Traffic Calming	Investigate need for traffic calming through the village	Final Draft TSEC- NOT ADOPTED	TBD
511	East Cambs	C W	Stuntney - Investigate pedestrian and cycle routes	Through the village and connections to Ely	Final Draft TSEC- NOT ADOPTED	TBD
512	East Cambs		S Sutton - Feasibility assessment of speed reduction options for the Brook, High Street and The America		Final Draft TSEC- NOT ADOPTED	TBD
513	East Cambs	W	S Sutton - Road Safety- installation of Pelican crossing near school and the Brook		Final Draft TSEC- NOT ADOPTED	TBD
514	East Cambs	W	S Swaffham Bulbeck - Pedestrian crossing	Denny to the High Street	Final Draft TSEC- NOT ADOPTED	TBD
515	East Cambs		S Swaffham Bulbeck - Traffic calming through village		Final Draft TSEC- NOT ADOPTED	TBD
516	East Cambs	W	Swaffham Bulbeck - Walking improvement	Investigate feasibility for permissive pedestrian paths around the village	Final Draft TSEC- NOT ADOPTED	TBD
517	East Cambs	C	Swaffham Bulbeck- cycle route from Lode/Swaffham Bulbeck to Swaffham Prior	continuation of off-road route into Swaffham Prior	Final Draft TSEC- NOT ADOPTED	TBD
518	East Cambs	C	Upware - Cycle route to Wicken and along the river to Waterbeach		Final Draft TSEC- NOT ADOPTED	TBD
519	East Cambs		S Wentworth - Investigate feasibility of installation of pedestrian island at junction with A142		Final Draft TSEC- NOT ADOPTED	TBD
520	East Cambs	C	Wicken - Cycle improvement- cycle route between Wicken and Soham via Downfields and Drury Lane		Final Draft TSEC- NOT ADOPTED	TBD
521	East Cambs	C W	Wilburton - Pedestrian and cycle route between village and Cottenham		Final Draft TSEC- NOT ADOPTED	TBD
522	East Cambs		S Wilburton - Investigate speeding issues through village specifically High Street, Station Rd, Twenty Pence Rd, Broadway- consider signage and change in speed limit	Consider signage, change in speed limit	Final Draft TSEC- NOT ADOPTED	TBD
523	East Cambs	W	Wilburton - walking improvements- Twenty Pence/ High Street		Final Draft TSEC- NOT ADOPTED	TBD
524	East Cambs		S Wilburton - Safety improvement - Carpond Lane / School- dangerous driving / parking signage - lining		Final Draft TSEC- NOT ADOPTED	TBD
525	East Cambs	W	Witchford - Walking improvement Pedestrian path on Grunty Fen Rd from Main Street	Continue 1m surfaced footway at Frunty Fen Road to off Scenes Drove	Final Draft TSEC- NOT ADOPTED	TBD
526	East Cambs	C	Witchford- Cycling improvements from Wentworth junction- connect to existing segregated shared use provision- signage / surface improvements		Final Draft TSEC- NOT ADOPTED	TBD
527	East Cambs		S Woodditton - Investigation into traffic calming on Saxon Street		Final Draft TSEC- NOT ADOPTED	TBD
528	East Cambs	C	Woodditton - Cycle route improvements: Woodditton to Saxon Street and Woodditton to Stetchworth		Final Draft TSEC- NOT ADOPTED	TBD
580	East Cambs	C W	Wider Ely area pedestrian / cycle network	Pedestrian and Cycleway Improvements	LTTS	TBD
627	East Cambs	P	Angel Drove	Real Time Passenger Information Display & Bus Stop Improvement	Identified through Development Process	TBD
628	East Cambs	P	Throughout Ely	Community Transport Provision	Identified through Development Process	TBD
643	East Cambs	P	Fordham Road, Soham	Provision of two bus shelters with real-time equipment including raising of associated footway / kerbing as appropriate	Identified through Development Process	TBD
649	East Cambs	C W	Bottisham: linking existing path located to the south of Bendyshe Farm (which links with Ox Meadow) with existing path that leads to High Street	Footpath improvement	Identified through Development Process	TBD
673	East Cambs	T S	Roundabout at the junction of Lancaster Way and the A142 Road	Safety Scheme including signage	Identified through Development Process	TBD
674	East Cambs	P	In vicinity of 23-49 Fordham Road, Soham	Bus Shelter Installation	Identified through Development Process	TBD
730	East Cambs	C	Ely - Ely North Development to Ely City Centre	Cycle access from Ely North development to Ely City Centre. Further information on the proposed pedestrian and cycle infrastructure to be implemented as part of the development is available on the East Cambridgeshire Planning Portal	Final Draft TSEC- NOT ADOPTED	TBD
731	East Cambs	C W	Ely - Cambridge Road	Crossing on Cambridge Road	Final Draft TSEC- NOT ADOPTED	TBD
732	East Cambs	C	Ely - Gallery Street and Silver Street	Cycle improvement - Improve cycling conditions on Gallery Street and Silver Street. Potentially remove cobbled speed bumps	Final Draft TSEC- NOT ADOPTED	TBD

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438	Fenland		S Chatteris, Wood Street	Safety	Chatteris MTTS	TBD
439	Fenland	C W	Chatteris, south of Chatteris to the Mepal Outdoor Centre	Footway/ Cycleway improvement	Chatteris MTTS	TBD
440	Fenland		S Chatteris, Kingsfield School	Street lighting improvement	Chatteris MTTS	TBD
441	Fenland	P	Chatteris, key locations in the town centre	Installation of RTPI display screens	Chatteris MTTS	TBD
442	Fenland	C	Chatteris, New Road	Cycle infrastructure improvement	Chatteris MTTS	TBD
443	Fenland		S Chatteris, Railway Line	Safety Improvements	Chatteris MTTS	TBD
444	Fenland	P	Chatteris, key locations in the town centre	Bus Stop improvements	Chatteris MTTS	TBD
445	Fenland		S Chatteris, King Edward Road	Safety Improvements	Chatteris MTTS	TBD
446	Fenland		S Chatteris, High Street	Safety Improvements	Chatteris MTTS	TBD
447	Fenland	W	Chatteris, Park Street/ East Park Street junction	Pedestrian Crossing Improvement	Chatteris MTTS	TBD
448	Fenland	W T	Chatteris, West Park Street/ Huntingdon Road/ Victoria Road Junction	Introduction of Traffic Signals	Chatteris MTTS	TBD
449	Fenland	C	Chatteris to Somersham	Cycleway improvement	Chatteris MTTS	TBD
450	Fenland	W	Chatteris, Prospect Way	Footway improvement	Chatteris MTTS	TBD
451	Fenland	C W	Crossing of the A141, in vicinity of the Fenton Way Industrial Estate (providing link between Dock Road / Short Nightlayer's Drive and the Fenton Way industrial estate)	First Phase: Pedestrian Crossing Improvement & new footpath Second Phase: Cycle crossing improvements	Chatteris MTTS	TBD
452	Fenland	C	Chatteris, strategy area	New Cycle Map	Chatteris MTTS	TBD
632	Fenland	T	A142, between its junction with the A141 and Fenton Way, Chatteris	Publication and implementation of a Traffic Regulation Order to reduce the speed limit to 40mph	Chatteris MTTS	TBD
667	Fenland	W	Chatteris, King Edward Road	Footway improvement	Chatteris MTTS	TBD
668	Fenland	C	Chatteris, key locations in the town centre	New Cycle Stands	Chatteris MTTS	TBD
669	Fenland	W	Chatteris, Bridge Street	Footway improvement	Chatteris MTTS	TBD
670	Fenland	W	Chatteris, St Martins Road	Footway improvement	Chatteris MTTS	TBD
671	Fenland	C	Chatteris, Eastwood to town centre and High Street	Cycleway Improvement	Chatteris MTTS	TBD
672	Fenland	C W T S	Chatteris, West Park Street	Traffic Calming	Chatteris MTTS	TBD
392	Fenland	P	Regeneration of Fenland Railway Stations	Rail Improvement	LTTS	TBD
395	Fenland	T	A47 capacity improvements, Thorney bypass to Walton Highway. Dualling of the A47 between Thorney Bypass and Walton Highway	Highway Improvement	LTTS	TBD
347	Fenland	T	March junction improvement package	Highways Improvements	LTTS + March MTTS	TBD
348	Fenland	T	March Northern Link Road	Highway Improvement	LTTS + March MTTS	TBD
389	Fenland	T	A47 Wisbech junction capacity improvements package	Highways Improvements	LTTS + Wisbech MTTS	TBD
390	Fenland	T	Wisbech river crossing and link road	Highways Improvements	LTTS + Wisbech MTTS	TBD
391	Fenland	T	Freedom Bridge junction modifications and Wisbech bus station access	Highways Improvements	LTTS + Wisbech MTTS	TBD
393	Fenland	T	Wisbech south access road	Highways Improvements	LTTS + Wisbech MTTS	TBD
394	Fenland	P	March to Wisbech rail reinstatement	Rail Improvement	LTTS + Wisbech MTTS + March MTTS	TBD
413	Fenland	T	A605 Kings Dyke Level Crossing replacement, Whittlesey	Highway Improvement	LTTS +Whittlesey MTTS	TBD
414	Fenland	T	A605 Whittlesey Access	Highways Improvements	LTTS +Whittlesey MTTS	TBD
388	Fenland	T	A47 / A141 Guyhirn junction capacity improvements	Highway Improvement	LTTS: Roads Investment Strategy	TBD
349	Fenland	W	March, Estover Road, between Elm Road and entrance to playing fields	Footway improvement	March MTTS	TBD
350	Fenland	C W	S March, Norwood Road Bridge	Footway / Cycleway improvement	March MTTS	Transport Delivery Plan
351	Fenland	W	March, Nightall Drive to Marvic Road	Footway improvement	March MTTS	TBD
352	Fenland	W	March, Station Road, in vicinity of County Road	Footway improvement	March MTTS	TBD
353	Fenland	W	March, SW City Road , to NW entrance of police station	Footway improvement	March MTTS	TBD
354	Fenland	W	March, 'Old Railway Path', across Stow Fen	Footway improvement	March MTTS	TBD
355	Fenland	W	March, River paths, east of March	Footway improvement	March MTTS	TBD
356	Fenland	C W	March, Shepperton's Bridge	Footway/ Cycleway improvement	March MTTS	TBD
357	Fenland	W	West of March, Burrowmoor Road loop	Footway improvement	March MTTS	TBD
358	Fenland	W	March, Nene North Bank Gap	Footway improvement	March MTTS	TBD
359	Fenland	W	March, Gault Bank	Footway improvement	March MTTS	TBD
360	Fenland	C W	March, A141, eastern side of Bridge over railway	Footway/ Cycleway improvement	March MTTS	TBD
361	Fenland	W	March, Town Centre	Footway improvement	March MTTS	TBD
362	Fenland	W	March, Creek Road level crossing	Footway improvement	March MTTS	TBD
363	Fenland	C W	Wimblington, B1101 March Road, between 40mph signs (just south of A141 roundabout) and Honeyhead Rd	Cycleway improvement	March MTTS	TBD
364	Fenland	C W	Wimblington, B1101 March Road / Doddington Rd, between Honeyhead Rd and B1093 Old Station Way	Cycleway improvement	March MTTS	TBD
365	Fenland	C	March, Gaul Rd recreation ground, between Ellingham Avenue cut-through and NE corner of field	Cycleway improvement	March MTTS	TBD
366	Fenland	C W	March, West End Park, between The Chase and The Brewin Chase	Cycleway improvement	March MTTS	TBD
367	Fenland	C W	March, Development located N. of Knight's End Rd and S. of Gaul Rd	Cycleway improvement	March MTTS	TBD
368	Fenland	C	March, Link between proposed Hatchwood Park development and The Avenue (S. of Coronation Close, Public Right of Way 156/12)	Cycleway improvement	March MTTS	TBD
369	Fenland	C W	St Peter's Road B1099, to the west of junction with Eastwood Avenue and Elwyn Road	Pedestrian and Cycle Crossing	March MTTS	TBD
370	Fenland	C	March, B1099, Wisbech Road, Peas Hill roundabout to Marylebone Road	Cycleway improvement	March MTTS	TBD
371	Fenland	C W	March, A141, Peas Hill roundabout to Hostmoor Avenue (east side), Hostmoor Avenue to petrol station (south)	Cycleway improvement	March MTTS	TBD
372	Fenland	C W	March, Links between new development and Wimblington Rd, Barkers Lane, Monte Long Close and Calvalry Drive	Cycleway improvement	March MTTS	TBD
373	Fenland	C	March, Barkers Lane, between nw and ne corners of new development	Cycleway improvement	March MTTS	TBD
374	Fenland	C W	March, Between N. of Estover Rd development and Elm Rd, Estover Rd, Station Rd, Creek Rd, Nene Parade	Cycleway improvement	March MTTS	TBD
375	Fenland	C	Throughout March	Cycle signage	March MTTS	TBD
376	Fenland	C	March, NCN Route 63 between Whitmoor Prison and Twenty Foot Road	Cycleway improvement	March MTTS	TBD
377	Fenland	C	March, NCN Route 63 between Twenty Foot Rd and Long Drive	Cycleway improvement	March MTTS	TBD
378	Fenland	C	March, Whole of the strategy area	Cycle Parking	March MTTS	TBD
379	Fenland	C	March, cycle routes in and around March	Cycle map and brochure	March MTTS	TBD

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380	Fenland	C W	Central March	New Cycle Bridge	March MTTs	TBD
381	Fenland	T S	March, B1099 Upwell Rd, in vicinity of junction with Cavalry Drive	Road safety measures	March MTTs	TBD
382	Fenland	T S	March, Gaul Rd junction with A141	New junction	March MTTs	TBD
383	Fenland	T S	March, Twenty Foot Road junction with A141	Road safety measures	March MTTs	TBD
384	Fenland	P	March, Railway Station	Railway Station Masterplan and Interchange Improvements	March MTTs	Fenland District Council to deliver
385	Fenland	P	March, Railway Station	Public Transport Infrastructure	March MTTs	TBD
386	Fenland	T	March, Broad St, from its junction with Station Rd & Dartford Rd to the bridge over the river	Town Centre Improvements	March MTTs	TBD
387	Fenland	T	March, between A141/Hostmoor Ave and A141/B1099 Wisbech Rd Peas Hill roundabout	Traffic and Safety Improvements	March MTTs	TBD
596	Fenland	P	Wimblington: March Road, south of Honeymead Road	Bus Stop improvement	March MTTs	TBD
415	Fenland	P	Whittlesey, Key locations in the strategy area	Town wide bus service	Whittlesey MTTs	TBD
416	Fenland	C W	Whittlesey, Hallcroft Road and West End	Footway / Cycle Crossing Improvement and Urban Realm Improvement	Whittlesey MTTs	TBD
417	Fenland	C W S	Whittlesey, A605 roundabout at Broad Street/ Orchard Street/ Whitmore Street	Footway / Cycle Crossing Improvement	Whittlesey MTTs	TBD
418	Fenland	C W S	Whittlesey, Cemetery Road / Blunts Lane / A605 roundabout	Footway / Cycle Crossing Improvement	Whittlesey MTTs	TBD
419	Fenland	C W	Whittlesey, strategy area	Walking and Cycling Map	Whittlesey MTTs	TBD
420	Fenland	C W	Whittlesey, A605, Belmans Road and Victory Avenue	Footway/ Cycleway improvement	Whittlesey MTTs	TBD
421	Fenland	W	Whittlesey, Hereward Way and Nene Way	Footway/ Cycleway improvement	Whittlesey MTTs	TBD
422	Fenland	C	Whittlesey, strategy area	Cycleway Improvement	Whittlesey MTTs	TBD
423	Fenland	C	Whittlesey, McCains site	Cycleway Improvement	Whittlesey MTTs	TBD
424	Fenland	C W	Whittlesey, A605	Footway/ Cycleway improvement	Whittlesey MTTs	TBD
425	Fenland	C	Whittlesey, Horsegate Lane	Cycleway Improvement	Whittlesey MTTs	TBD
426	Fenland	C W	Whittlesey, Orchard Street, Gracious Street	Footway/ Cycleway improvement	Whittlesey MTTs	TBD
427	Fenland	C	Whittlesey, key locations in Whittlesey	Cycle Parking	Whittlesey MTTs	TBD
428	Fenland	C	Whittlesey, key locations in Whittlesey	Cycle infrastructure improvement	Whittlesey MTTs	TBD
429	Fenland	C W P	Whittlesea Railway Station	Improve facilities at railway station	Whittlesey MTTs	TBD
430	Fenland	P	Whittlesey, Rail Station, vicinity	Public Transport Scheme	Whittlesey MTTs	TBD
431	Fenland	P	Whittlesey, Rail Station	Public Transport Scheme	Whittlesey MTTs	TBD
432	Fenland	P	Whittlesey, Rail Station	Public Transport Scheme	Whittlesey MTTs	TBD
433	Fenland	P	Whittlesey, Rail Station	Public Transport Scheme	Whittlesey MTTs	TBD
434	Fenland	T	Whittlesey, strategy area	Traffic Management Scheme	Whittlesey MTTs	TBD
435	Fenland	C W T	Whittlesey, New Road Primary School	Sustainable Transport Schemes	Whittlesey MTTs	TBD
436	Fenland	S	Whittlesey, Stonald Road	Safety	Whittlesey MTTs	TBD
437	Fenland	S	Whittlesey, Sir Harry Smith Community College	Safety	Whittlesey MTTs	TBD
581	Fenland	P	Victory Avenue Bus Stop, Whittlesey	Real Time Bus Information Display	Whittlesey MTTs	TBD
582	Fenland	C W	Alderman Jacobs Primary School, Drybread Road, Whittlesey	School Travel Plan Measures	Whittlesey MTTs	TBD
665	Fenland	P	Whittlesey, Eastrea Road	Public Transport Improvement	Whittlesey MTTs	TBD
666	Fenland	P	Whittlesey, Stonald Road	Public Transport Improvement	Whittlesey MTTs	TBD
675	Fenland	C W T S	Station Road, Inhams Road, Whittlesey	Provision of improvements and/or enhancements	Whittlesey MTTs	TBD
677	Fenland	P	Eastrea Road (Sainsbury's), Whittlesey	Hopper Bus Infrastructure Contribution	Whittlesey MTTs	TBD
678	Fenland	C	Land at A47/Cromwell Rd, Wisbech	Provision of cycle route along Cromwell Rd	Wisbech	TBD
679	Fenland	P	Bus services in Wisbech serving A47/Cromwell Rd, Wisbech	Towards the extension and enhancement of the existing bus and community transport services that service the site	Wisbech	TBD
396	Fenland	T	Wisbech, A1101 Leverington Road	Local Highways Improvements	Wisbech MTTs	TBD
397	Fenland	T	Wisbech, Peatlings Lane and West Parade residential areas	Local Highways Improvements	Wisbech MTTs	TBD
398	Fenland	T	Wisbech, College of West Anglia Isle Campus	Local Highways Improvements	Wisbech MTTs	TBD
399	Fenland	T S	Wisbech, Railway Road, Fundrey Road, Victoria Road, Queens Road	Local Highways Improvements	Wisbech MTTs	TBD
400	Fenland	T	Wisbech, North Birnk/ Chapel road junction	Local Highways Improvements	Wisbech MTTs	TBD
401	Fenland	T	Wisbech, Waterlees Ward: Bath Rad/ St Michaels Avenue/ Ollard Avenue	Local Highways Improvements	Wisbech MTTs	TBD
402	Fenland	T	Wisbech, Old Market/ Chape Road junction	Local Highways Improvements	Wisbech MTTs	TBD
403	Fenland	S	Wisbech, near schools	Local Highways Improvements	Wisbech MTTs	TBD
404	Fenland	S	Wisbech, Wisbech and surrounding areas	Local Highways Improvements	Wisbech MTTs	TBD
405	Fenland	P	Wisbech, Bus station	Bus Station Facilities improvement	Wisbech MTTs	TBD
406	Fenland	P	Wisbech, key bus stops	Public Transport Improvement	Wisbech MTTs	TBD
407	Fenland	C W	Wisbech, Agricultural College Site/ Meadowgate Lane to Town Centre	Footway/ Cycleway improvement	Wisbech MTTs	TBD
408	Fenland	C W	Wisbech, Port Area/ Waterlees Ward to Town Centre	Footway/ Cycleway improvement	Wisbech MTTs	TBD
409	Fenland	C W	Wisbech, River, between Hill Street and Foyer Centre area	New Pedestrian / Cycle Bridge	Wisbech MTTs	TBD
410	Fenland	C	Wisbech, key areas in Wisbech	New Cycle Parking	Wisbech MTTs	TBD
411	Fenland	P	Wisbech, rural locations around Wisbech	Public Transport Improvement	Wisbech MTTs	TBD
412	Fenland	C	Key pedestrian and cycle routes within Wisbech	Pedestrian and Cycleway Improvements Package	Wisbech MTTs	TBD

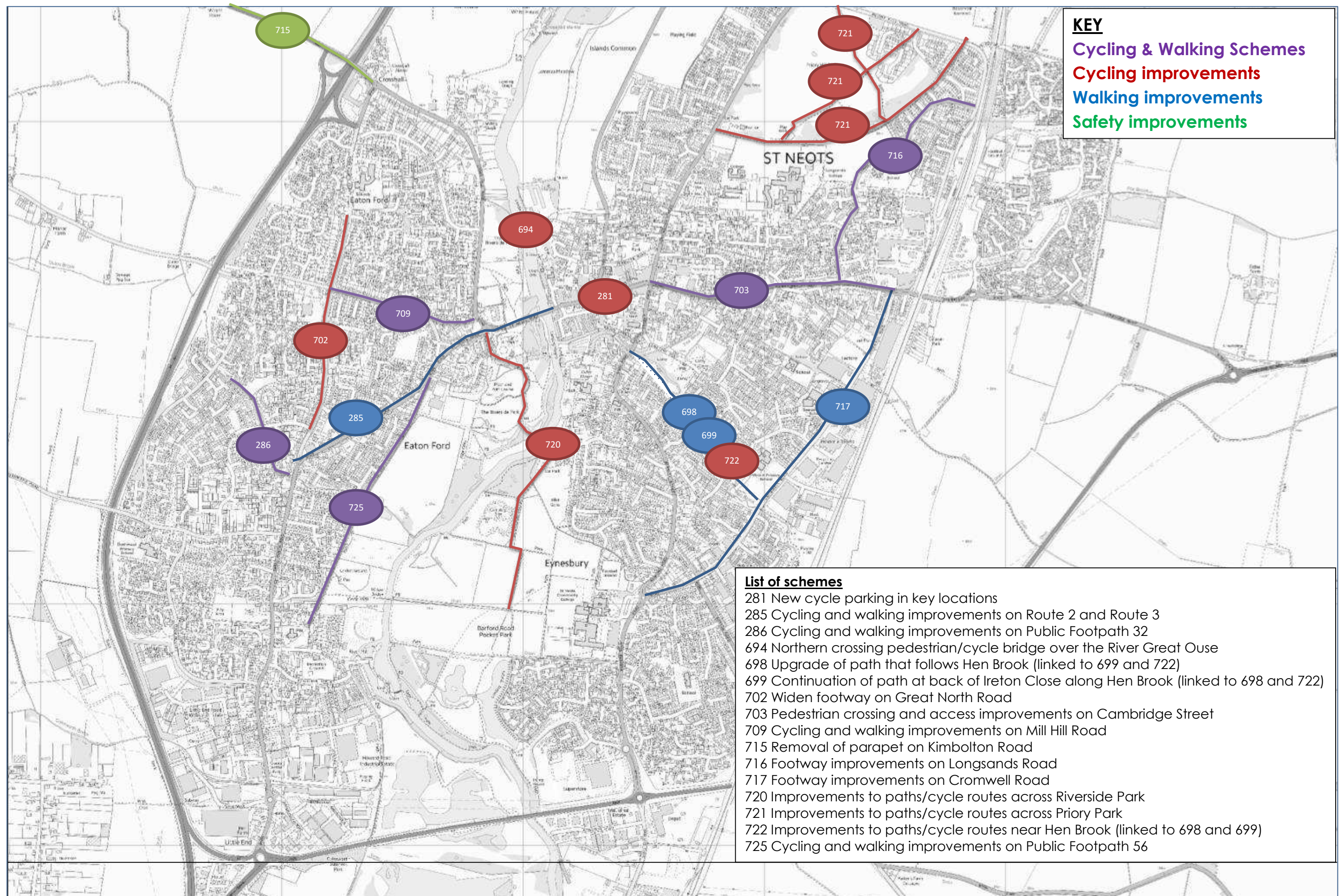
TIP ID	District	Category of Scheme C=cycle W=walk P =Public Transport T=traffic S=safety				Scheme Location	Scheme Description	Strategy Basis	Programme
653	Fenland				T	Wisbech: Cromwell Road, between all signal controlled junctions	SCOOT system / Urban Traffic Control system to provide an integrated traffic signal system	Wisbech MTTS	TBD
662	Fenland				T	Throughout Wisbech	Improve HCV route signage	Wisbech MTTS	TBD
664	Fenland				T	Edge of Wisbech, in proximity of A47	Feasibility study to investigate establishment of lorry parks on the edge of Wisbech	Wisbech MTTS	TBD

TIP ID	District	Category of Scheme C=cycle W=walk P =Public Transport T=traffic S=safety	Scheme Location	Scheme Description	Strategy Basis	Programme
299	Huntingdonshire	C W	Wyton Airfield development to Huntingdon	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
300	Huntingdonshire	C W	RAF Brampton to key destinations	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
301	Huntingdonshire	C W	Alconbury Weald development to key destinations	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
302	Huntingdonshire	C W	Bearscoft Farm development to key destinations	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
303	Huntingdonshire	C W	Ermine St/ Northbridge development	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
304	Huntingdonshire	P	To serve key locations	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
305	Huntingdonshire	P	Huntingdon, town centre to Godmanchester	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
306	Huntingdonshire	C	The Stukeleys to Stukeley Meadows	Cyclway provision	Huntingdon and Godmanchester MTTs	TBD
307	Huntingdonshire	C W	Stukeley Meadows to Town Centre	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
308	Huntingdonshire	C W	Alconbury Weald to Town Centre	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
309	Huntingdonshire	C	Oxmoor to Town Centre	Cycleway improvement	Huntingdon and Godmanchester MTTs	TBD
310	Huntingdonshire	C	Wyton to Hartford to Town Centre	Cycleway Improvement	Huntingdon and Godmanchester MTTs	TBD
311	Huntingdonshire	C W	Godmanchester to Town Centre: Post Street, Causeway, NCN51, Cambridge Road	Traffic Calming; Cycling and Walking improvements	Huntingdon and Godmanchester MTTs	TBD
312	Huntingdonshire	C W	Godmanchester to Town Centre	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
313	Huntingdonshire	C W	Brampton to Town Centre	Cycling and Walking	Huntingdon and Godmanchester MTTs	TBD
314	Huntingdonshire	W	Key existing walking routes	Walking Scheme	Huntingdon and Godmanchester MTTs	TBD
315	Huntingdonshire	W	Key existing walking routes	Walking Scheme	Huntingdon and Godmanchester MTTs	TBD
316	Huntingdonshire	P	Huntingdon, bus station	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
317	Huntingdonshire	P	Houghton & Wyton A1123	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
318	Huntingdonshire	P	Huntingdonshire Community Transport Area	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
319	Huntingdonshire	P	Huntingdon town centre and St Ives town centre	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
320	Huntingdonshire	P	Brampton to Cambridge	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
321	Huntingdonshire	P	Godmanchester to Huntingdon	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
322	Huntingdonshire	P	Key routes and destinations	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
323	Huntingdonshire	P	Alconbury Weald	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
324	Huntingdonshire	P	Key routes and destinations	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
325	Huntingdonshire	P	Key public transport corridors	Public Transport Scheme	Huntingdon and Godmanchester MTTs	TBD
326	Huntingdonshire	T	Key areas of concern	Parking Scheme and Traffic Management	Huntingdon and Godmanchester MTTs	TBD
327	Huntingdonshire	T	Sapley Road	Traffic Calming	Huntingdon and Godmanchester MTTs	TBD
328	Huntingdonshire	T	Main approaches to the ring road	Parking Scheme	Huntingdon and Godmanchester MTTs	TBD
329	Huntingdonshire	T	Key work locations in Huntingdon	Traffic Management Scheme	Huntingdon and Godmanchester MTTs	TBD
330	Huntingdonshire	T	Huntingdon, Town Bridge	Traffic Management Scheme	Huntingdon and Godmanchester MTTs	TBD
331	Huntingdonshire	T	Ring Road	Traffic Management Scheme	Huntingdon and Godmanchester MTTs	TBD
332	Huntingdonshire	T	A14 Bypass and associated links into Huntingdon, viaduct	Traffic Management Scheme	Huntingdon and Godmanchester MTTs	TBD
333	Huntingdonshire	T	A14 Bypass	Air Quality Management	Huntingdon and Godmanchester MTTs	TBD
676	Huntingdonshire	T	A14 Spital's roundabout	Capacity Enhancement	Huntingdon and Godmanchester MTTs	TBD
680	Huntingdonshire	P	Throughout Godmanchester	Provision of Real Time Passenger Information facilities at existing bus stops	Huntingdon and Godmanchester MTTs	TBD
681	Huntingdonshire	P	Between Godmanchester and Huntingdon and Godmanchester and Cambridge	Bus Service Contribution	Huntingdon and Godmanchester MTTs	TBD
682	Huntingdonshire	T	A14 Junction 24	Ramp Metering Works	Huntingdon and Godmanchester MTTs	TBD
684	Huntingdonshire	C W T S	High Street North, between its junction with George Street and St John's Passage: George Street East, between its junctions with St John's Street and High Street:	Improved pedestrian and cycle linkages, crossings, traffic calming	Huntingdon and Godmanchester MTTs	TBD
687	Huntingdonshire	W T S	Area around Abbots Ripton	Environmental and public realm enhancement measures	Huntingdon and Godmanchester MTTs	TBD
688	Huntingdonshire	T	A14 Bramton Hut roundabout	Minor Junction Improvement	Huntingdon and Godmanchester MTTs	TBD
689	Huntingdonshire	T	A141/A1123/B1514 roundabout, Huntingdon	Minor Junction Improvement	Huntingdon and Godmanchester MTTs	TBD
690	Huntingdonshire	T	Post Street, The Causeway and Cambridge Street, Godmanchester	Local Transport Management Measures	Huntingdon and Godmanchester MTTs	TBD
691	Huntingdonshire	T	Riverside Road / Avenue Junction in Godmanchester	Junction Improvement	Huntingdon and Godmanchester MTTs	TBD
698	Huntingdonshire	W	St Neots, Hampden Way, Howitts Lane	Upgrade of path that follows Hen Brook behind Hampden Way/ Howitts Lane, Eynesbury	Local Member	TBD
699	Huntingdonshire	W	St Neots, Ireton Close	Continuation of path at back of Ireton Close along Hen Brook to join Cromwell Road	Local Member	TBD

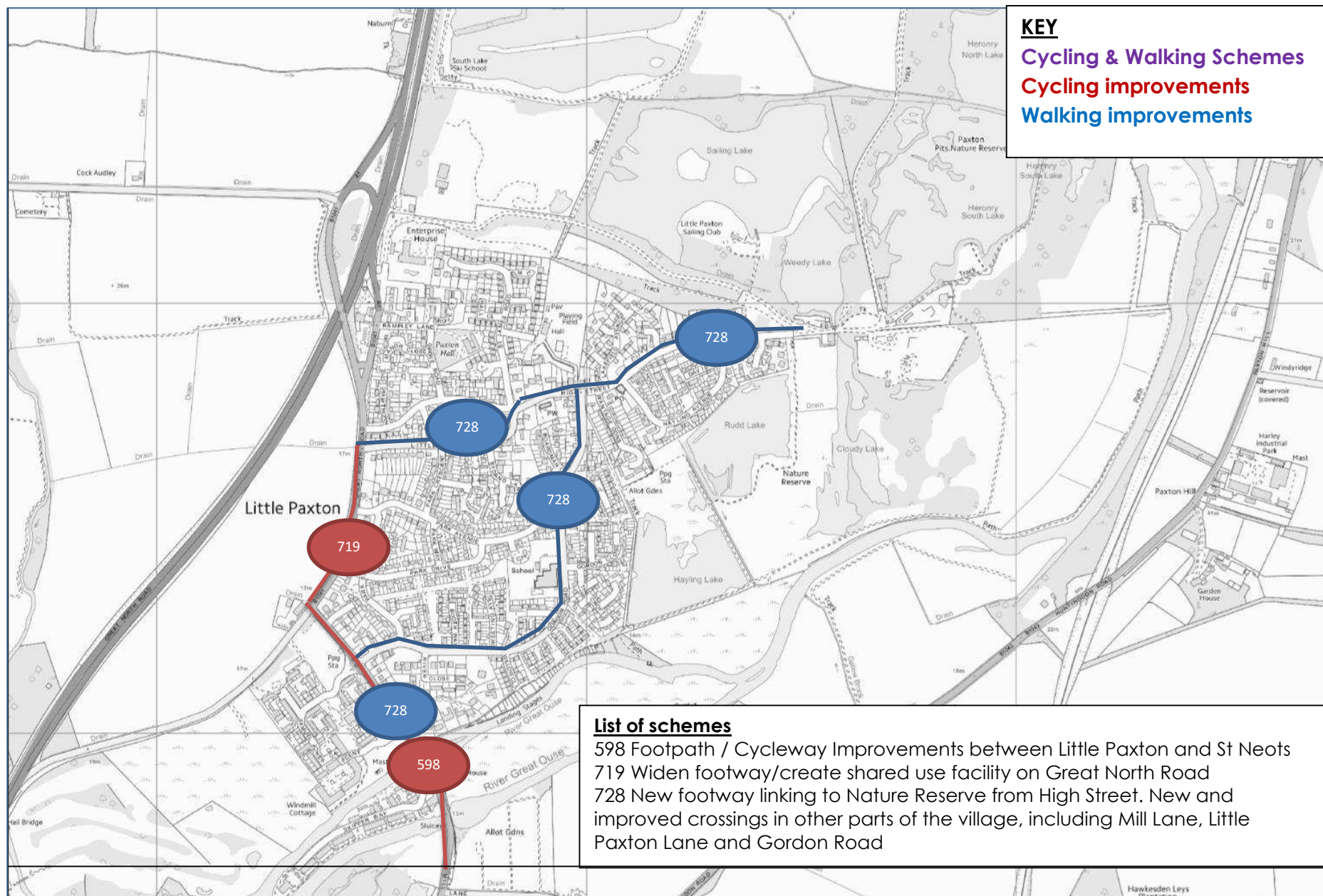
TIP ID	District	Category of Scheme C=cycle W=walk P=Public Transport T=traffic S=safety	Scheme Location	Scheme Description	Strategy Basis	Programme
701	Huntingdonshire	W	High Street (St Neots)	Pedestrian improvements	LSTF Audit	TBD
703	Huntingdonshire	C W	St Neots, Cambridge Street	Pedestrian crossing and access improvements	LSTF Audit	TBD
704	Huntingdonshire	W P T	New Street	Speed reduction measures	LSTF Audit	TBD
705	Huntingdonshire	W	Huntingdon Street	Pedestrian improvements	LSTF Audit	TBD
706	Huntingdonshire	W	Huntingdon Road	Relocate pedestrian crossing	LSTF Audit	TBD
707	Huntingdonshire	W	Huntingdon Road	Pedestrian improvements	LSTF Audit	TBD
708	Huntingdonshire	W	Crosshall Road	Pedestrian improvements	LSTF Audit	TBD
709	Huntingdonshire	C W	Mill Hill Road	Cycle/ped imps	LSTF Audit	TBD
710	Huntingdonshire	W T	Montagu Street	Raised table at existing crossing point	LSTF Audit	TBD
711	Huntingdonshire	W P S	Priory Hill Road	Slope stabilisation and edge protection, plus ped imps	LSTF Audit	TBD
712	Huntingdonshire	C	Station Road	Convert cycle track from segregated to unsegregated	LSTF Audit	TBD
713	Huntingdonshire	W	Station Road	Improve pedestrian crossing facilities	LSTF Audit	TBD
714	Huntingdonshire	W	Hawkesden Road	Footway improvements	LSTF Audit	TBD
715	Huntingdonshire	S	Kimbolton Road	Parapet upgrade	LSTF Audit	TBD
716	Huntingdonshire	C W	Longsands Road	Footway improvements	LSTF Audit	TBD
717	Huntingdonshire	W	Cromwell Road	Footway improvements	LSTF Audit	TBD
718	Huntingdonshire	W S	Cambridge Road	Pedestrian improvements	LSTF Audit	TBD
719	Huntingdonshire	C	Great North Road (Little Paxton)	Widen footway/create shared use facility	LSTF Audit	TBD
720	Huntingdonshire	C	Riverside Park	Improvements to paths/cycle routes	LSTF Audit	TBD
721	Huntingdonshire	C	Priory Park	Improvements to paths/cycle routes	LSTF Audit	TBD
722	Huntingdonshire	C	Hen Brook	Improvements to paths/cycle routes	LSTF Audit	TBD
723	Huntingdonshire	C	Cycle Route 12	Footpath / Cycleway Improvements	LSTF Audit	TBD
724	Huntingdonshire	C	Keys Walk	Footpath / Cycleway Improvements	LSTF Audit	TBD
725	Huntingdonshire	C W	FP 56 (St Neots Road to Peppercorn Lane - "Back Path")	Footpath / Cycleway Improvements	LSTF Audit	TBD
726	Huntingdonshire	W T	High Street and Town Centre	Review signal timings, adjust kerbs/tactile paving, relocate bus shelter, remove some parking bays, improve uncontrolled crossing points and widen footways where appropriate. To include High Street, Market Square, South Street, Brook Street, Tebbuts Road and Church Street.	LSTF Audit	TBD
727	Huntingdonshire	W	Eynesbury - Town Centre	To include improved tactile paving, guard railing, new signs and maintenance where appropriate. To include St Mary's Street, Berkley Street and Barford Road.	LSTF Audit	TBD
728	Huntingdonshire	W	Little Paxton	New footway linking to Nature Reserve from High Street. New and improved crossings in other parts of the village, including (Mill Lane, Little Paxton Lane and Gordon Road)	LSTF Audit	TBD
729	Huntingdonshire	C W	Eaton Socon	Extend westbound footway towards A1 (Bushmead Road), upgrade crossing facilities and reduce vehicle parking on Nelson Road and new kerbing and tactile paving and fence on Barford Road pocket park	LSTF Audit	TBD
334	Huntingdonshire	C W S	B1091 Broadway: between Violet Way, Yaxley and Farcet	New footway / cycleway	LTP	Yaxley to Farcet Cycleway Phase 2
335	Huntingdonshire	C W S	Broadway, between Yaxley and Farcet	New footway / cycleway	LTP	Yaxley to Farcet Cycleway Phase 3
648	Huntingdonshire	P	Yaxley: Opposite Chapel Street, Broadway	Bus Stop Improvement: New Bus Shelter	LTP	TBD
259	Huntingdonshire	T	A1123 Earith	Highway Improvement	LTTS	TBD
265	Huntingdonshire	T	A1096 capacity enhancements around St Ives	Highway Capacity Improvements	LTTS	TBD
266	Huntingdonshire	T S	B1090, between A141 and A1123	Highway Capacity and Safety Improvements	LTTS	TBD
288	Huntingdonshire	P	High Quality Bus Network Infrastructure, St Ives (Busway) to Wyton Airfield and Alconbury Weald	Public Transport Improvement	LTTS	TBD
289	Huntingdonshire	P	High Quality Bus Network Infrastructure, St Ives (Busway) to Huntingdon.	Public Transport Improvement	LTTS	TBD
290	Huntingdonshire	P	High Quality Bus Network Infrastructure, Alconbury Weald to Huntingdon	Public Transport Improvement	LTTS	TBD
291	Huntingdonshire	P	Alconbury Weald station	New Railway Station	LTTS	TBD
292	Huntingdonshire	P	Alconbury Weald Transport Interchange	Public Transport Improvement	LTTS	TBD
293	Huntingdonshire	P	Wyton Airfield Transport Interchange	Public Transport Improvement	LTTS	TBD
294	Huntingdonshire	P	Hartford Transport Interchange	Public Transport Improvement	LTTS	TBD
295	Huntingdonshire	T	A141 capacity enhancements around Huntingdon	Highway Improvement	LTTS	TBD
296	Huntingdonshire	T	A141 Alconbury Weald / Enterprise Zone southern access	Highway Improvement	LTTS	TBD
297	Huntingdonshire	T	Wyton Airfield Access	Highway Improvement	LTTS	TBD
298	Huntingdonshire	T	A1 capacity improvements at Buckden	Highway Improvement	LTTS	TBD
577	Huntingdonshire	T	A141 future Huntingdon Bypass alignment	Highway Improvement	LTTS	TBD

TIP ID	District	Category of Scheme C=cycle W=walk P =Public Transport T=traffic S=safety	Scheme Location	Scheme Description	Strategy Basis	Programme
578	Huntingdonshire		A141 capacity improvements between the B1090 Sawtry Way junction and the A141 future Huntingdon Bypass alignment if needed	Highway Improvement	LTTS	TBD
579	Huntingdonshire	C W	Wider Huntingdon / St Ives area pedestrian / cycle network	Pedestrian and Cycleway Improvements	LTTS	TBD
702	Huntingdonshire	C	St Neots Eaton Ford, Great North Road, Cycle Route 4	Widen footway between Lowry Road & Queens Gardens	MTTS & LSTF Audit	TBD
696	Huntingdonshire		St Neots, northern link to Little Paxton	Explore options for improvements to prevent flooding at St Neots bridge to Little Paxton	Neighbourhood Plan/St Neots TC	TBD
697	Huntingdonshire		St Neots, Priory Lane	Review of traffic management measures in town centres, including optin of allowing left turn only to cars entering town centre at Priory Lane	Neighbourhood Plan/St Neots TC	TBD
685	Huntingdonshire	P	Field Rd and Great Whyte, Ramsey	Improvements to Field Rd and Great Whyte bus stops	Ramsey	TBD
336	Huntingdonshire	P	Many bus stops around Ramsey	Installation of RTP1 display screens	Ramsey MTTs	TBD
337	Huntingdonshire	P	Ramsey Library	Real Time Bus Information Display	Ramsey MTTs	TBD
338	Huntingdonshire	T	Great Wyte	Traffic Management Scheme	Ramsey MTTs	TBD
339	Huntingdonshire	W	Off-road route from Upwood School to High Street and Abbey School, Ramsey	Walking and Cycling schemes	Ramsey MTTs	TBD
340	Huntingdonshire	C W	North of Ramsey, to the Great Fen	Walking and Cycling schemes	Ramsey MTTs	TBD
341	Huntingdonshire	C	Maltings, to the High Street, Ramsey	Walking and Cycling schemes	Ramsey MTTs	TBD
342	Huntingdonshire	C	On road route from The Maltings to Tesco, Ramsey	Walking and Cycling schemes	Ramsey MTTs	TBD
343	Huntingdonshire	C	Northern Gateway Site, to Abbey School, Ramsey	Walking and Cycling schemes	Ramsey MTTs	TBD
344	Huntingdonshire	C W	From Ramsey towards Warboys and Wistow Woods via disused railway	Walking and Cycling schemes	Ramsey MTTs	TBD
345	Huntingdonshire	C W	Link from Ramsey to Ramsey Forty Foot	Walking and Cycling schemes	Ramsey MTTs	TBD
346	Huntingdonshire	C W	Key locations around Ramsey town centre	New Cycle Map	Ramsey MTTs	TBD
267	Huntingdonshire	P	St. Ives key locations	Bus Stop Infrastructure Improvements	St Ives MTTs	TBD
268	Huntingdonshire	P	St Ives, A1123 Houghton Road, from B1090 to Hill Rise	On Street bus priority measures	St Ives MTTs	TBD
269	Huntingdonshire	T	St Ives, Needingworth Road	Traffic Management Scheme	St Ives MTTs	TBD
270	Huntingdonshire	T	St Ives, Marley Road	Traffic Management Scheme	St Ives MTTs	TBD
271	Huntingdonshire	T	St Ives, Burstellars and The Pound	Traffic Management Scheme	St Ives MTTs	TBD
272	Huntingdonshire	T	St Ives, Ramsey Road, near The Furrow	Traffic Management Scheme	St Ives MTTs	TBD
273	Huntingdonshire	C W	St Ives, Houghton Road and Saint Audreys Lane, A1123, route 3	Walking and Cycling schemes	St Ives MTTs	TBD
274	Huntingdonshire	C W	St Ives to Holywell and Needingworth, route 10	Walking and Cycling schemes	St Ives MTTs	TBD
275	Huntingdonshire	C W	St Ives to Bluntingsham, route 12	Walking and Cycling schemes	St Ives MTTs	TBD
276	Huntingdonshire	C P	St Ives, bus station and key locations	New Cycle Parking Facilities	St Ives MTTs	TBD
277	Huntingdonshire	C W	St Ives, northern residential areas	Pedestrian and Cycle Signing	St Ives MTTs	TBD
278	Huntingdonshire	C W	St Ives, A1123 Crossing	Improved pedestrian and cycle crossing	St Ives MTTs	TBD
279	Huntingdonshire	W	St Ives, key locations	Improved pedestrian crossing facilities	St Ives MTTs	TBD
280	Huntingdonshire	W	St Ives, key locations	Pedestrian Dropped Kerbs Accessibility measures	St Ives MTTs	TBD
636	Huntingdonshire	P	Bus service linking St Ives with proposed supermarket located south of A1123 (Needingworth Road) and east of A1096	New / upgraded / extended bus service	St Ives MTTs	TBD
637	Huntingdonshire	W	Between St Ives and proposed supermarket located south of A1123 (Needingworth Road) and east of A1096	Pedestrian Signage Boards	St Ives MTTs	TBD
647	Huntingdonshire	P	Between development located at Orchard House, Houghton Road and key locations in St Ives	Bus Service Revenue Support	St Ives MTTs	TBD
683	Huntingdonshire	C W	Thicket Path, between Huntingdon and Houghton	Cyclepath Improvement	St Ives MTTs	TBD
281	Huntingdonshire	C	St Neots, key locations	New cycle parking	St Neots MTTs	TBD
282	Huntingdonshire	C W	St Neots, Cromwell Road near Henbrook Road	Cycling and Walking	St Neots MTTs	TBD
283	Huntingdonshire	P	St Neots Railway Station	New Bus Real Time Passenger Information display	St Neots MTTs	TBD
284	Huntingdonshire	P	St Neots, Cambridge Road	New Real Time Passenger Information Displays	St Neots MTTs	TBD
286	Huntingdonshire	W	St Neots, public footpath 32	Cycling and Walking	St Neots MTTs	TBD
598	Huntingdonshire	C W	Between Little Paxton and St Neots	Footpath / Cycleway Improvements	St Neots MTTs	TBD
599	Huntingdonshire	P	Between proposed development on Mill Lane, Little Paxton, St Neots Railway Station and St Neots town centre / market square	Bus Service Revenue Support	St Neots MTTs	TBD
625	Huntingdonshire	C P	St Neots Railway Station	Cycle Parking	St Neots MTTs	TBD
626	Huntingdonshire	P	Throughout St Neots	Improvements to Bus Stop Infrastructure, including investigation of potential bus station	St Neots MTTs	TBD
642	Huntingdonshire	T	Priory Road, St Neots	Implementation of a Traffic Regulation Order	St Neots MTTs	TBD
285	Huntingdonshire	C	St Neots, St Neots Road, route 3 and route 2	Cycling and Walking	St Neots MTTs & LSTF Audit	TBD
695	Huntingdonshire	C W	St Neots -River Great Ouse	Northern crossing pedestrian/cycle bridge	St Neots MTTs & Neighbourhood Plan	TBD
700	Huntingdonshire	T	A428 Little Barford roundabout	Traffic signals at roundabout	St Neots TC	TBD

TIP ID	District	Category of Scheme C=cycle W=walk P =Public Transport T=traffic S=safety				Scheme Location	Scheme Description	Strategy Basis	Programme
262	South Cambs / Huntingdonshire	C		T	S	A14 Cambridge to Huntingdon improvement	Major Highway Capacity Improvement	LTTS: Roads Investment Strategy	HE to deliver
263	South Cambs / Huntingdonshire			T		A428, between A1198 Caxton Gibbet and A1 Black Cat Roundabout	Major Highway Capacity Improvement	LTTS: Roads Investment Strategy	HE to deliver
264	City / South Cambs / Huntingdonshire		P			East West Rail	Rail Improvement	LTTS	TBD
529	Countywide	C	W			Rural pedestrian cycle network development	Pedestrian and Cycleway Improvements	LTTS	TBD
530	Countywide	C	W			Interurban cycle network	Pedestrian and Cycleway Improvements	LTTS	TBD
531	Countywide			P		Community led transport solutions- Locally led solutions	Public Transport Improvement	LTTS	TBD
532	Countywide			P		Electrification of rural rail routes in Cambridgeshire and surrounding counties	Railway Improvement	LTTS	TBD
533	Countywide	C				Town cycle networks	Cycleway Improvements	LTTS	TBD



Appendix 3(ii) Location of schemes Little Paxton



DELIVERABILITY CRITERIA

Score	Delivery of project: Practical feasibility - is the project technically capable of being delivered, e.g. are there land ownership issues	Delivery of project: Evidence of stakeholder support - is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council	Economic Case: Scale of impact - what is the scale of (a) economic, (b) environmental and (c) social impacts of the project in relation to development(s), e.g. how many people will it benefit, what geographical area will it cover - local / countywide / strategic, noise, air quality, safety, accessibility / severance	Economic Case: Value for money - what level of benefits will the project deliver assessed against cost; either in BCR or qualitative assessment	Financial Case: Match/Alternative funding - are there other funding sources available for the project, either in whole or in part	Financial Case: Affordability - the extent to which the level of expenditure and financial risk involved in a project can be taken on, given other requests for funding
3	Can be delivered with no issues, potentially in conjunction with other works	Formal consultation carried out evidencing support	Major/cross-district positive impact		>50%	Entirely funded by third party or specific funding stream
2	Feasible with added value	Supported multiple (eg public & members)	Mid-large scale positive impact		25-50%	Can be delivered without impacting other projects, part funded as per +3
1	Feasible	Support indicated (eg public or members)	Small scale/localised positive impact		<25%	Can be delivered without impacting other projects, low risk of costs increasing
0	Feasible but minor issues	No evidence	No impact or +/- balance	No impact or +/- balance	None	Affordable
-1	Feasible but highway land not sufficient/multiple issues	Minor opposition indicated	Small scale/localised negative impact			Affordable with impact, risk of costs increasing
-2	Feasible but more significant issues with land, services, etc.	Multiple opposition indicated	Mid-large scale negative impact			Unaffordable without Third Party contribution
-3	Not possible without major additional works	Formal consultation shows large opposition	Major/cross-district negative impact			Unaffordable without significant Third Party contribution

OBJECTIVES CRITERIA

LTP objective	Enabling people to thrive, achieve their potential and improve their quality of life	Supporting and protecting vulnerable people	Managing and delivering the growth and development of sustainable communities	Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise/	Meeting the challenges of climate change and enhancing the natural environment	
St Neots Town Plan objective	Encourage the growth of retail, leisure and community facilities:		Improve availability and accessibility of housing stock and improve community assets	Promote the growth of high quality and sustainable employment	Protect and enhance St Neots' natural and historic environment, countryside and river setting	Improve the provision of sustainable transport throughout the town
3	Creates links to amenities and community facilities that previously were unavailable.	Creates new safe means of access to places that previously were unavailable.	Directly mitigates the impact of a new development	Creates links to amenities and community facilities that previously were unavailable.	Leads to a change in modal shift as a result of 'green infrastructure'	New/improved infrastructure that has the potential for mode shift or to encourage new travel habits
2	Significantly improves existing links to amenities and community facilities	Significantly improves the safety of existing routes to key destinations.	Local mitigation measures which increase capacity elsewhere in the town	Significantly improves existing links to employment sites	Leads to a change in modal shift/Significantly enhances the environment	New infrastructure that helps switch between modes/ provides a missing link/fills a demand
1	Ensures that existing links to amenities and community facilities are fit for purpose.	Meets our statutory minimum safety requirements	Enhances routes/traffic corridor where new developments are situated (without increasing capacity)	Ensures that existing links to employment sites are fit for purpose.	Leads to no increase in trips but enhances the environment	A minor upgrade to an existing piece of infrastructure
0	No change	No change	No change	No change	No change	No change
-1	Slight reduction in quality/ convenience for existing links to amenities and community facilities		Likely to remove capacity on routes/traffic corridors where new developments are situated.		Leads to an increase in trips/Detrimental environment impact	
-2					Leads to an increase in trips/Significant detrimental impact on the environment	
-3					Leads to an increase in trips/Infrastructure delivered with is environmentally unfriendly	

Appendix 5 St Neots MTTs Prioritised Scheme List

TIP ID	Category of Scheme C=cycle W=walk P =Public Transport T=traffic S=safety	Scheme Location	Scheme Description	Origin	Scheme Cost	Total objective score	Weighted Deliverability score
694	C	St Neots -River Great Ouse	Northern crossing pedestrian/cycle bridge	St Neots MTTs, Neighbourhood Plan	TBD	22	1
720	C	Riverside Park	Improvements to paths/cycle routes	LSTF Audit	£445,000	20	2
709	W & C	Mill Hill Road	Cycle/ped imps	LSTF Audit	£200,000	19	6
721	C	Priory Park	Improvements to paths/cycle routes	LSTF Audit	£670,000	17	3
722	C	Hen Brook	Improvements to paths/cycle routes	LSTF Audit	£114,000	17	1
725	W & C	FP 56 (St Neots Road to Peppercorn Lane - "Back Path")	Footpath / Cycleway Improvements	LSTF Audit	£425,000	17	0
626	P	Throughout St Neots	Improvements to Bus Stop Infrastructure, including investigation of potential bus station	St Neots MTTs	£40,000	16	-2
285	W & C	St Neots, St Neots Road, route 3 and route 2	Cycling and Walking	St Neots MTTs & LSTF AUDIT	£150,000	15	7
698	W	St Neots, Hampden Way, Howitts Lane	Upgrade of path that follows Hen Brook behind Hampden Way/ Howitts Lane, Eynesbury	Local Member	TBD	15	6
702	C	St Neots Eaton Ford, Great North Road, Cycle Route 4	Widen footway between Lowry Road & Queens Gardens	MTTs & LSTF Audit	£450,000	14	10
728	W	Little Paxton	New footway linking to Nature Reserve from High Street. New and improved crossings in other parts of the village, including (Mill Lane, Little Paxton Lane and Gordon Road)	LSTF Audit	£108,000	14	4
715	S	Kimbolton Road	Parapet upgrade	LSTF Audit	£150,000	14	4
719	C	Great North Road (Little Paxton)	Widen footway/create shared use facility	LSTF Audit	£200,000	14	0
716	C & W	Longsands Road	Footway improvements	LSTF Audit	£120,000	13	5
717	W	Cromwell Road	Footway improvements	LSTF Audit	£120,000	13	4
598	C	Between Little Paxton and St Neots	Footpath / Cycleway Improvements	St Neots MTTs	TBD	12	TBD
699	W	St Neots, Ireton Close	Continuation of path at back of Ireton Close along Hen Brook to join Cromwell Road	Local Member	TBD	12	6
286	W & C	St Neots, public footpath 32, between Monarch Road and Lady Way Footbridge.	Cycling and Walking	St Neots MTTs & LSTF AUDIT	£60,000	11	10
281	C	St Neots, key locations	New cycle parking	St Neots MTTs	£35,000	11	4
703	W & C	St Neots, Cambridge Street	Pedestrian crossing and access improvements	LSTF Audit	£130,000	11	2
726	W & T	High Street and Town Centre	Review signal timings, adjust kerbs/tactile paving, relocate bus shelter, remove some parking bays, improve uncontrolled crossing points and widen footways where appropriate. To include High Street, Market Square, South Street, Brook Street, Tebbuts Road and Church Street.	LSTF Audit	£64,500	10	5
723	C	Cycle Route 12	Footpath / Cycleway Improvements	LSTF Audit	£35,000	10	4
727	W	Eynesbury - Town Centre	To include improved tactile paving, guard railing, new signs and maintenance where appropriate. To include St Mary's Street, Berkley Street and Barford Road.	LSTF Audit	£23,700	10	4

Appendix 5 St Neots MTTs Prioritised Scheme List

TIP ID	Category of Scheme C=cycle W=walk P =Public Transport T=traffic S=safety	Scheme Location	Scheme Description	Origin	Scheme Cost	Total objective score	Weighted Deliverability score
714	W	Hawkesden Road	Footway improvements	LSTF Audit	£16,000	10	4
701	W	High Street (St Neots)	Pedestrian improvements	LSTF Audit	£12,000	10	3
724	C	Keys Walk	Footpath / Cycleway Improvements	LSTF Audit	£6,000	10	3
283	P	St Neots Railway Station	New Bus Real Time Passenger Information display	St Neots MTTs	£15,000	9	3
284	P	St Neots. Cambridge Road	New Real Time Passenger Information Displays	St Neots MTTs	£15,000	9	3
695	T	St Neots, northern link to Little Paxton	Explore options for improvements to prevent flooding at St Neots bridge to Little Paxton	Neighbourhood Plan/St Neots TC	TBD	8	9
707	W	Huntingdon Road	Pedestrian improvements	LSTF Audit	£40,000	8	4
713	W	Station Road	Improve pedestrian crossing facilities	LSTF Audit	£15,000	8	4
718	W & S	Cambridge Road	Pedestrian improvements	LSTF Audit	£17,500	8	4
711	S, W & P	Priory Hill Road	Slope stabilisation and edge protection, plus ped imps	LSTF Audit	£32,500	8	3
710	W & T	Montagu Street	Raised table at existing crossing point	LSTF Audit	£12,000	8	3
282	W&C	St Neots, Cromwell Road near Henbrook Road	Cycling and Walking	St Neots MTTs	£5,000	7	5
706	W	Huntingdon Road	Relocate pedestrian crossing	LSTF Audit	£80,000	7	2
708	W	Crosshall Road	Pedestrian improvements	LSTF Audit	£12,000	6	4
704	W, P & T	New Street	Speed reduction measures	LSTF Audit	£50,000	5	4
729	W & C	Eaton Socon	Extend westbound footway towards A1 (Bushmead Road), upgrade crossing facilities and reduce vehicle parking on Nelson Road and new kerbing and tactile paving and fence on Barford Road pocket park	LSTF Audit	£50,000	5	-1
696	T	St Neots, Priory Lane	Review of traffic management measures in town centres, including option of allowing left turn only to cars entering town centre at Priory Lane	Neighbourhood Plan/St Neots TC	TBD	1	1

**BUS SERVICE FROM NEWMARKET ROAD PARK & RIDE VIA ABBEY WARD TO
ADDENBROOKE'S HOSPITAL**

To: Economy and Environment Committee

Meeting Date: 10th November 2016

From: Executive Director, Economy, Transport and Environment

Electoral division(s): Abbey, Coleridge, Fulbourn, Queen Edith's, Romsey

Forward Plan ref: Not applicable **Key decision:** No

Purpose: To consider the continuing provision of a trial bus service from Newmarket Road Park and Ride site via Abbey ward to Addenbrooke's Hospital.

Recommendation: Committee is asked to:

Consider the performance of the trial service to date, and confirm whether the service should continue until the current funding has been exhausted.

<i>Officer contact:</i>	
Name:	Paul Nelson
Post:	Interim Head of Passenger Transport Services
Email:	paul.nelson@cambridgeshire.gov.uk
Tel:	01223 715608

1. BACKGROUND

- 1.1 At the Economy and Environment (E&E) Committee meeting on 17th November 2015 Members agreed to confirm the allocation of funds from the Eastern Corridor Area Transport Plan for a trial of a bus service from the Newmarket Road Park and Ride site to Addenbrooke's Hospital via the Barnwell area of Abbey Ward.
- 1.2 Members also agreed to receive a progress report six months from the commencement of the service.

2. MAIN ISSUES

- 2.1 The bus service operates from Newmarket Road Park and Ride and then via Newmarket Road, Barnwell Road, Brooks Road, Perne Road, Cherry Hinton Road and Hills Road to Addenbrooke's on an hourly basis.
- 2.2 The service commenced on 3 May 2016 and in terms of publicity this was carried out locally on our behalf by the local Member through timetables and posters, as well as information provided electronically that was sent out by Abbey People to their email list. Timetables and posters were also provided to Addenbrooke's, the Sixth Form Colleges and Newmarket Road Park and Ride site and information sent to the surrounding parishes of Teversham, Fulbourn, Fen Ditton, Stow cum Quy, Bottisham, Little Wilbraham, Great Wilbraham, Six Mile Bottom, Swaffham Bulbeck, Lode, Newmarket, Swaffham Prior, Reach, Burwell, Dullingham, Stetchworth, Westley Waterless and Wooditton. In addition Whippet brought a bus onto the Addenbrooke's Campus and had "Henry the Whippet" giving out information.
- 2.3 Ridership data is available up to 13th August 2016. In the first three weeks of operation 119 journeys were made on the service, equating to 40 per week. Since then the service has grown steadily to 59 per week over the next four weeks, then 73 journeys in the next period followed by 81 in the period after. However, the latest information shows the number of weekly journeys to be at an average of only 73 again, suggesting that patronage has now plateaued.
- 2.4 Although the patronage is growing on the service the income generated is a long way short of what is required to make the service commercially viable. The daily cost of the service is £405 and based on the highest period of figures to date the average daily income, from both fare paying passengers and concessionary fares, is £21.
- 2.5 It was hoped that there would be sufficient patronage for the service to continue until funding was available from the Wing development. However, the latest date proposed for the start of this development is 2019 and the bus service funding is not due until three years after first occupation, which is estimated to be September 2022.
- 2.6 The total amount of funding available for this service is £95k and based on the average net daily cost of £384 (£405 cost - £21 income) the service could run for 41 weeks, or until 10th February 2017. However, in view of the performance of the service so far, and the low likelihood of the service growing sufficient patronage, Members may wish to end the pilot early. 56 days' notice is required legally before the service can cease and if this decision is made by E&E Committee on 10th November 2016 the earliest date would be January 9th 2017.

- 2.7 The local Member from Abbey Ward, who originally requested the service, has been consulted on the recommendation and her preference is for the service to run for the full trial period to give it every opportunity to grow.

3. ALIGNMENT WITH CORPORATE PRIORITIES

Report authors should evaluate the proposal(s) in light of their alignment with the following three Corporate Priorities.

3.1 Developing the local economy for the benefit of all

The service will enable local people to more directly access work and education opportunities at Long Road, Hills Road and Addenbrooke's, as well as close proximity to Cambridge Rail Station.

3.2 Helping people live healthy and independent lives

A more attractive bus service will lead to less car usage and more travel by sustainable modes, including walking to and from bus stops, and leading to more independence.

3.3 Supporting and protecting vulnerable people

There are no significant implications within this category.

4. SIGNIFICANT IMPLICATIONS

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

- Resource Implications – The resource implications are discussed in the main body of the report.
- Statutory, Legal and Risk – There are no significant implications within this category.
- Equality and Diversity – There are no significant implications within this category.
- Engagement and Communications – If the bus service ends this will be communicated to users.
- Localism and Local Member Involvement – The bus service was discussed and proposed through the East Area Committee. The local Member has been involved in the promotion of the service.
- Public Health – The service enables local people to more directly access Addenbrooke's leading to a better access to healthcare. The service caters for a deprived ward in Cambridge and the removal of the service at this stage could widen health inequalities

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Fiona McMillan
Are there any Equality and Diversity implications?	Yes Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Mark Miller
Are there any Localism and Local Member involvement issues?	Yes Paul Tadd
Have any Public Health implications been cleared by Public Health	Yes or No Name of Officer:

FINANCE AND PERFORMANCE REPORT – SEPTEMBER 2016

To: **Economy and Environment Committee**

Meeting Date: **10th November 2016**

From: **Executive Director, Economy, Transport and Environment
and Chief Finance Officer**

Electoral division(s): **All**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To present to Economy and Environment Committee the
September 2016 Finance and Performance report for
Economy, Transport and Environment (ETE).**

**The report is presented to provide Committee with an
opportunity to comment on the projected financial and
performance outturn position, as at the end of September
2016.**

Recommendations: **The Committee is asked to:-**

- **review, note and comment upon the report**

<i>Officer contact:</i>	
Name:	Sarah Heywood
Post:	Strategic Finance Manager
Email:	Sarah.Heywood@Cambridgeshire.gov.uk
Tel:	01223 699714

1. BACKGROUND

- 1.1 The report attached as **Appendix A**, provides the financial position for the whole of the ETE Service, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the report, budget lines that relate to the Economy and Environment (E&E) Committee have been shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 The report only contains performance information in relation to indicators that this Committee has responsibility for.

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the ETE Finance and Performance report for September 2016.
- 2.2 **Revenue:** At this stage of the financial year there are no significant variances and ETE is showing a £81K forecast underspend.
- 2.3 **Capital:** The capital programme is forecast to be on target and £4.6m of the estimated £10.5m Capital Programme Variation has now been met. King's Dyke has an in-year forecast variance of -£2.6m due to land access issues (increased variation of £0.7m) and Connecting Cambridgeshire is forecasting a -£1.1m variance as the planned expenditure has been re-profiled. It is anticipated additional change will start to appear to contribute further to the Capital Programme Variation in future months.
- 2.4 E&E Committee has fourteen **performance indicators** reported to it in 2016-17. Of these fourteen performance indicators, two are currently red, two are amber, and ten are green. The indicators that are currently red are:
- Local bus journeys originating in the authority area.
 - The average journey time per mile during the morning peak on the most congested routes
- 2.5 At year-end, the current forecast is that one performance indicator will be red (Local bus journeys originating in the authority area), eight will be amber and five green.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1

- Resource Implications –The resource implications are contained within the main body of this report.
- Statutory, Legal and Risk – There are no significant implications within this category.
- Equality and Diversity – There are no significant implications within this category.
- Engagement and Communications – There are no significant implications within this category.
- Localism and Local Member Involvement – There are no significant implications within this category.
- Public Health – There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Virginia Moggridge
Are there any Equality and Diversity implications?	Yes Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Mark Miller
Are there any Localism and Local Member involvement issues?	Yes Paul Tadd
Have any Public Health implications been cleared by Public Health	Yes Tess Campbell

SOURCE DOCUMENTS

Source Documents	Location
None	

Economy, Transport and Environment (ETE) - Finance and Performance Report – September 2016 for Economy and Environment Committee

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

1.2 Performance Indicators – Predicted status at year-end: (see section 4)

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	2	10	14
Current status last month	2	3	9	14
Year-end prediction (for 2016/17)	1	8	5	14

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2016/17 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (September) £000	Forecast Variance - Outturn (September) %
4	Executive Director	661	30	5	4	1
+248	Infrastructure Management & Operations	57,982	-1,999	-8	+201	0
-345	Strategy & Development	13,023	-720	-11	-287	-2
0	External Grants	-9,699	-148	-5	0	0
-93	Total	61,967	-2,837	-10	-81	0

The service level budgetary control report for September 2016 can be found in [appendix 1](#).

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

2.2 Significant Issues

There are no new significant issues to report.

2.3 Additional Income and Grant Budgeted this Period (De minimis reporting limit = £30,000)

There were no items above the de minimis reporting limit recorded in September 2016.

A full list of additional grant income can be found in [appendix 3](#).

2.4 Virements and Transfers to / from Reserves (including Operational Savings Reserve) (De minimis reporting limit = £30,000)

There are no virements recorded in September 2016

A full list of virements made in the year to date can be found in [appendix 4](#).

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

King's Dyke

Spend for this scheme is now likely to occur next year due to land access and legal issues with the land owner.

Funding

All schemes are funded as presented in the 2016/17 Business Plan.

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

4. **PERFORMANCE**

4.1 **Introduction**

This report provides performance information for the suite of key Economy & Environment (E&E) indicators for 2016/17. At this stage in the year, we are still reporting pre-2016/17 information for some indicators.

New information for red, amber and green indicators is shown in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

4.2 **Red Indicators (new information)**

This section covers indicators where 2016/17 targets are not expected to be achieved.

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

No new information this month.

4.3 **Amber indicators (new information)**

This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

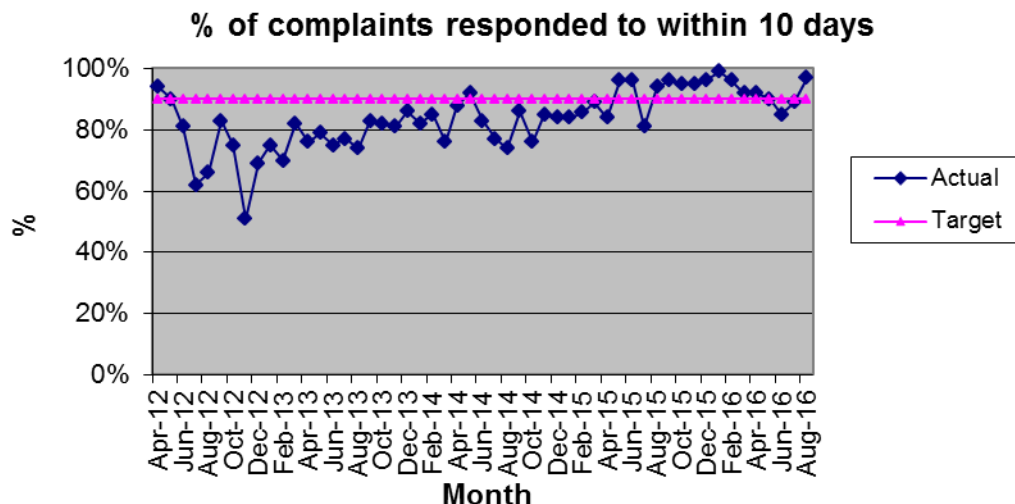
Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (August 2016)
Sixty-nine complaints were received in August. Ninety-seven percent of these were responded to within 10 working days compared with 89% in July.

The majority of complaints for Infrastructure Management & Operations were for Highways and 35 out of the 37 received were responded to on time.

Seventeen out of the 20 complaints received by Strategy & Development were for Passenger Transport and all were responded to within 10 days.

The year-to-date figure is currently 91%.



4.4 Green Indicators (new information)

The following indicators are currently on-course to achieve year-end targets.

a) Economy & Environment

Adult Learning & Skills

- The number of people starting as apprentices – academic year, 2015/16
Provisional figures for the number of people starting as apprentices during 2015/16 is 4,320, compared with 4,200 during 2014/15 - an increase of 3%. This means that the 2015/16 target of 4,158 was achieved.

Economic Development

- Additional jobs created – September 2014 to September 2015
The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16 target of +3,500 additional jobs has been achieved.

This information has recently been published by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.

Planning applications

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant - year-to-date (to September 2016)

Eight County Matter planning applications have been received and determined on time since April.

There were 10 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact

Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All 10 applications were determined on time.

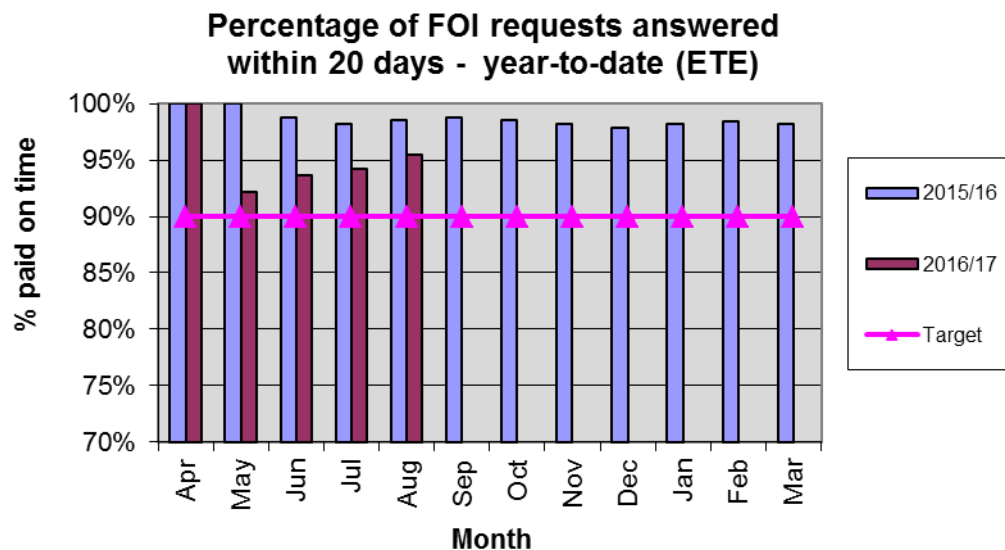
b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (August 2016)

Thirty-one Freedom of Information requests were received and responded to on-time during August.

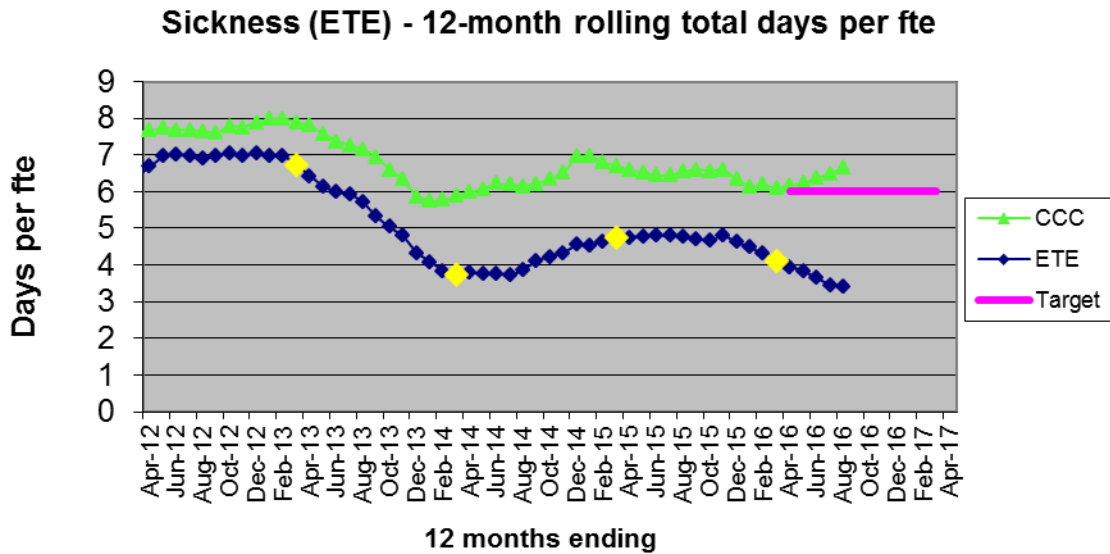
One hundred and thirty-four Freedom of Information requests have been received since April and 96% of these have been responded to on-time.



Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to August 2016)

The 12-month rolling average has fallen to 3.4 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.



During August the total number of absence days within Economy, Transport & Environment was 151.3 days based on 574 staff (f.t.e) working within the Service. The breakdown of absence shows that 36.4 days were short-term sickness and 114.9 days long-term sickness.

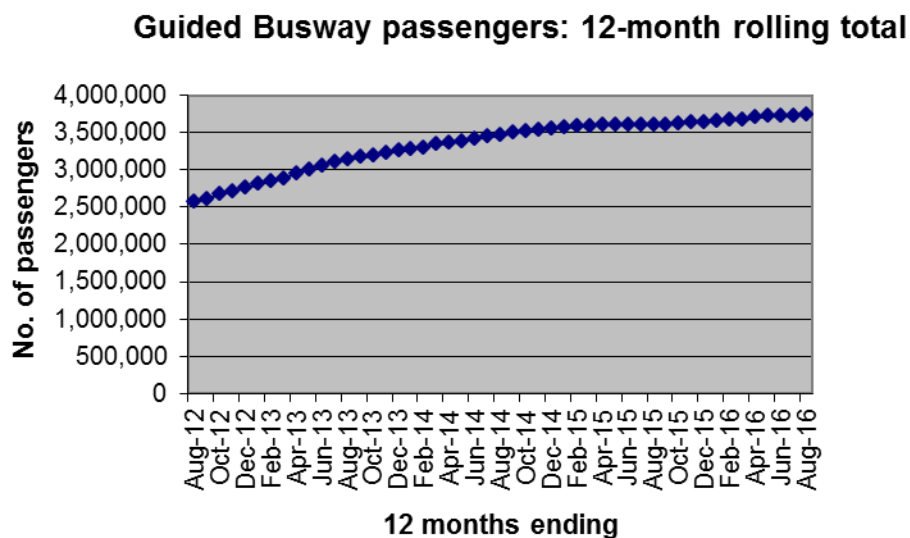
4.5 Contextual indicators (new information)

a) Economy & Environment

Passenger Transport

• Guided Busway passenger numbers (August 2016)

The Guided Busway carried around 306,000 passengers in August, and there have now been over 16.7 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.75 million.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn August £'000	Service	Current Budget for 2016-17 £'000	Expected to end of September £'000	Actual to end of September £'000	Current Variance £'000 %		Forecast Variance - Outturn September £'000 %	
	Economy, Transport & Environment Services							
+10	Executive Director	232	349	374	+26	+7	+10	+4
-6	Business Support	428	257	261	+5	+2	-6	-1
0	Direct Grants	0	0	0	0	+0	0	0
4	Total Executive Director	661	605	636	+30	+5	+4	+1
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	71	67	-4	-5	+0	+0
+37	Waste Disposal including PFI	34,115	15,707	14,614	-1,093	-7	+87	+0
	Highways							
+0	- Road Safety	681	282	261	-21	-8	+0	+0
+45	- Traffic Manager	-515	-84	5	+88	-106	-4	+1
+70	- Network Management	1,050	625	640	+15	+2	+56	+5
+0	- Local Infrastructure & Streets	2,759	1,838	1,928	+89	+5	+0	+0
+0	- Winter Maintenance	1,448	95	117	+22	+23	+0	+0
+0	- Parking Enforcement	0	-214	-250	-36	+17	+0	+0
-31	- Street Lighting	9,745	3,897	3,032	-864	-22	-31	-0
+100	- Asset Management	807	559	662	+102	+18	+100	+12
+0	- Highways other	2,158	-192	-190	+1	-1	+12	+1
+6	Trading Standards	739	366	372	+6	+2	+6	+1
	Community & Cultural Services							
-4	- Libraries	3,477	1,797	1,538	-259	-14	-50	-1
-31	- Community Resilience	707	250	138	-111	+0	-31	-4
+5	- Archives	447	174	217	+43	+25	+5	+1
+50	- Registrars	-550	-297	-297	+0	-0	+50	-9
+0	- Coroners	769	384	406	+22	+6	+0	+0
0	Direct Grants	-6,872	-1,779	-1,779	0	+0	0	54
+248	Total Infrastructure Management & Operations	51,110	23,480	21,480	-1,999	-9	+201	+0
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	71	69	-2	-2	+0	+0
+0	Transport & Infrastructure Policy & Funding	361	196	181	-15	-8	0	+0
	Growth & Economy							
+0	- Growth & Development	589	280	190	-90	-32	-45	-8
+0	- County Planning, Minerals & Waste	331	93	86	-7	-8	-3	-1
+0	- Enterprise & Economy	-0	-0	10	+11	+0	+0	+0
+0	- Mobilising Local Energy Investment (MLEI)	0	0	0	+0	+0	+0	+0
-114	- Growth & Economy other	550	613	176	-437	-71	-98	-18
+0	Major Infrastructure Delivery	0	206	344	+138	+67	+0	+0
	Passenger Transport							
+68	- Park & Ride	304	494	675	+181	+37	+165	+54
-300	- Concessionary Fares	5,619	2,223	1,798	-425	-19	-300	-5
+0	- Passenger Transport other	2,513	1,295	1,351	+57	+4	-6	-0
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,615	1,114	1,036	-77	-7	+0	+0
+0	- Learning Centres	0	45	-18	-63	+0	+0	+0
+0	- National Careers	0	0	10	+10	+0	+0	+0
0	Direct Grants	-2,827	-1,378	-1,526	-148	+0	0	0
-345	Total Strategy & Development	10,196	5,251	4,383	-868	-17	-287	-3
-93	Total Economy, Transport & Environment Services	61,967	29,336	26,499	-2,837	-10	-81	-0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-327	-74	-58	+16	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-986	-986	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-673	-673	+0	+0	+0	+0
0	- Bus Service Operators Grant	-302	-302	-302	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,435	-843	-704	+139	+0	+0	+0
+0	Grant Funding Total	-9,699	-2,878	-2,723	155	-5	0	+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.

Service	Current Budget for 2016/17 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
Waste Disposal including PFI	34,115	-1,093	-7	+87	0
<p>Waste volumes have increased this year, increasing the amount of landfill tax that is payable. Officers are currently investigating opportunities which are likely to mitigate any rise in costs due to this increase in volumes.</p> <p>The current variance is partly due to outstanding recycling credit payments due to District councils and payments due to the contractor in respect of costs in 2015/16.</p>					
Network Management	1,050	+15	+2	+56	+5
The forecast overspend is due to costs for grass cutting being greater than expected.					
Street Lighting	9,745	-864	-22	-31	0
The current variance is due to delays in invoicing for energy charges and also invoicing for the main Street Lighting contract.					
Asset Management	807	+102	+18	+100	+12
The Forecast outturn relates to an overspend on the procurement of the new Highways Contract. This is partly due to the extension of the Competitive Dialogue period & the additional external specialist advice being purchased from Cardiff City Council procurement team to support the process.					
Libraries	3,477	-259	-14	-50	0
The Book fund and IT (due to late delivery of 3 rd party invoices) appears under-spent compared to the monthly profile, but will be fully utilised by year end. The forecast underspend is due to vacancy savings.					
Registrars	-550	0	0	+50	-9
The increased income target is unlikely to be met as statutory fees have not increased this year.					
Growth & Economy Other	550	-437	-71	-98	-18

Highways Development Management are currently overachieving their income target for both Section 38 & Section 106 fees and this overachievement has been shown as a forecast. It is hard to predict exactly when these fees are paid and it is likely that the forecast for these fees will increase or decrease as the year progresses.

Park & Ride	304	+181	+37	+165	+54
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The forecast out-turn is due to a number of reasons; less income expected from operator access fees than originally budgeted, purchase of new ticket machines and an overspend on staff overtime.

Concessionary Fares	5,619	-425	-19	-300	-5
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It is expected the concessionary fares paid to bus operators will be lower than originally forecast based on the last 12 months data. It is hard to judge likely spend in this area as this is affected by seasonal conditions, so the forecast will be reviewed on a regular basis.

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	10,319
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-649
Non-material grants (+/- £30k)		-29
Total Grants 2016/17		9,699

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2016/17.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	59,952	
Allocation of ETE reserves as agreed by GPC September 2016	2,015	
Non-material virements (+/- £30k)		
Current Budget 2016/17	61,967	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2016 £'000	Movement within Year £'000	Balance at 30th September 2016 £'000	Forecast Balance at 31st March 2017 £'000	Notes
General Reserve					
Service carry-forward	3,386	(2,015)	1,371	0	Account used for all of ETE
Sub total	3,386	(2,015)	1,371	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	250	
Sub total	218	0	218	250	
Other Earmarked Funds					
Deflectograph Consortium	61	0	61	50	Partnership accounts, not solely CCC
Highways Searches	33	0	33	0	
On Street Parking	1,593	0	1,593	1,600	
Bus route enforcement	169	0	169	0	
Highways Committed Sums	579	(0)	578	600	
Guided Busway Liquidated Damages	2,783	(406)	2,377	1,483	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	38	59	0	
Proceeds of Crime	355	(24)	331	300	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	(12)	238	225	Partnership accounts, not solely CCC
Fens Workshops	56	0	56	28	Partnership accounts, not solely CCC
Travel to Work	253	0	253	198	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	70	
Olympic Development	2	0	2	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	28	0	28	0	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	10	34	44	0	
Other earmarked reserves under £30k - S&D	16	7	24	30	
Sub total	6,617	(363)	6,254	4,919	
Short Term Provision					
Travellers	43	(33)	9	0	
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	712	(33)	679	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	10,288	10,288	0	Account used for all of ETE
Government Grants - City Deal	17,779	20,000	37,779	30,372	
Government Grants - S&D	(348)	2,106	1,758	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	10,819	1,334	12,153	10,000	
Other Capital Funding - IMO	1,232	39	1,272	200	
Sub total	29,482	33,767	63,249	40,572	
TOTAL	40,415	31,356	71,771	45,741	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2016/17						TOTAL SCHEME	
Original 2016/17 Budget as per BP	Scheme	Revised Budget for 2016/17	Actual Spend (September)	Forecast Spend - Outturn (September)	Forecast Variance - Outturn (September)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	200	97	200	0	200	0
482	- Local Infrastructure Improvements	695	143	690	-5	690	0
594	- Safety Schemes	594	57	594	0	594	0
345	- Strategy and Scheme Development work	508	75	508	0	508	0
1,988	- Delivering the Transport Strategy Aims	2,467	264	3,132	665	3,132	0
478	- Cambridgeshire Sustainable Transport Improvements	548	74	237	-311	237	0
23	- Air Quality Monitoring	23	7	23	0	23	0
15,461	- Operating the Network	16,234	4,473	15,884	-350	15,879	0
	Infrastructure Management & Operations Schemes						
6,000	- £90m Highways Maintenance schemes	6,000	4,903	6,008	8	90,000	0
0	- Pothole grant funding	973	212	973	0	973	0
60	- Waste Infrastructure	219	19	219	0	5,279	0
2,161	- Archives Centre / Ely Hub	1,799	129	1,799	0	4,200	0
1,122	- Community & Cultural Services	1,502	-361	1,502	0	2,245	0
	Strategy & Development Schemes						
4,700	- Cycling Schemes	3,226	1,720	3,237	11	17,598	0
1,336	- Huntingdon - West of Town Centre Link Road	700	1	700	0	9,116	0
14,750	- Ely Crossing	5,500	274	5,500	0	36,000	0
0	- Chesterton Busway	0	15	0	0	0	0
2,110	- Guided Busway	500	83	500	0	151,147	0
12,065	- King's Dyke	3,421	38	121	-3,300	13,580	0
500	- Wisbech Access Strategy	672	190	511	-161	1,000	0
	- A14	100	13	100	0	25,200	0
1,439	- Other Schemes	967	552	930	-37	6,710	0
	Other Schemes						
5,600	- Connecting Cambridgeshire	4,860	2,311	3,767	-1,093	30,700	0
85	- Other Schemes	85	0	85	0	680	0
71,699		51,793	15,289	47,220	-4,573	415,691	0
	Capital Programme variations	-10,500		-5,927	4,573		
71,699	Total including Capital Programme variations	41,293	15,289	41,293	0		

Revised Budget

The decrease between the original and revised budget is made up as follows:-

- Carry-forward of funding from 2015/16 due to the re-phasing of schemes which reported as underspending at the end of the 2015/16 financial year.
- The phasing of a number of schemes have been reviewed since the published business plan and this has resulted in a reduction in the required budget in 2016/17, most notably the schemes for Ely Crossing and King's Dyke.
- As previously reported, the Capital Programme Board 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.

2016/17 Forecast Spend

Delivering the Transport Strategy Aims

A number of schemes that were originally budgeted within the 'Cambridgeshire Sustainable Transport Improvements' and 'Operating the Network' lines are now being charged to the 'Delivering the Transport Strategy Aims' line as the schemes are Highway schemes and of a similar nature.

Connecting Cambridgeshire

This scheme is likely to be extended within the existing funding. The rollout contract with BT includes a "claw-back" provision which requires BT to reinvest any surplus profits into further broadband rollout if take-up exceeds the original forecast.

Although the current Superfast coverage exceeds that in many surrounding counties and is amongst the highest nationally, the heavy reliance on and high take up of Superfast broadband services amongst businesses and residents in Cambridgeshire means there is significant pressure to provide service for the "final 5%", (approximately 18,000 premises) which are not covered in current rollout plans.

Whilst it is unrealistic to target 100% of premises with Superfast broadband, it is possible to significantly reduce the "final 5%" with a third rollout phase.

King's Dyke

Planning permission has been granted and the tender package prepared. Agreeing arrangements for access to private land for ground investigation surveys is delaying the completion of the works information. Given the amount of earthworks within the scheme, this is critical information for contractors to inform the tendered price, eliminate risk and provide greater cost certainty. Officers are working with the legal team and the land owner to agree access arrangements and it is anticipated that the ground investigation surveys and analysis will be completed in November. This has impacted on the programme and the key stages along with earliest expected dates for delivery are shown below:

Stage	Target Date
Planning application submitted	December 2015
Application determined	March 2016
Procurement and contract document preparation (Other than G.I)	September 2016
Publish Orders/objection period	October-November 2016
Agree Ground investigation access, complete survey and analysis report	November 2016
Tender issued	November/ December 2016
Tender return	February 2017
Works package award approved by E and E Committee	9 th March 2017
Detailed design	July 2017
Site mobilisation and construction	July 2017
Scheme open	March-July 2018

Meeting key stages is dependent on land access and acquisition, concluding agreements with Network Rail and agreeing a contractor's programme. Any objection to Compulsory

Purchase Orders may add a year into the programme. Similarly Network Rail agreements may add to the programme, but on-going liaison with Network Rail is aiming to mitigate this risk.

Spend for this scheme is now likely to occur next year due to land access and legal issues with the land owner.

Key changes to the programme are reported to the Project Board which meets every 2-3 months.

Capital Funding

2016/17				
Original 2016/17 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2016/17 £'000	Forecast Spend - Outturn (September) £'000	Forecast Funding Variance - Outturn (September) £'000
17,781	Local Transport Plan	17,789	17,789	0
2,682	Other DfT Grant funding	2,908	2,908	0
17,401	Other Grants	9,593	6,132	-3,461
5,691	Developer Contributions	5,685	5,692	7
18,155	Prudential Borrowing	12,705	11,612	-1,093
9,989	Other Contributions	3,113	3,087	-26
71,699		51,793	47,220	-4,573
	Capital Programme variations	-10,500	-5,927	4,573
71,699	Total including Capital Programme variations	41,293	41,293	0

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	-3.6	This reflects slippage or rephasing of the 2015/16 capital programme to be delivered in 2016/17 which was reported in September 16 and approved by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-16.4	Rephasing of grant funding for Ely Crossing (£4.75m) & King's Dyke (£11.3m), costs to be incurred in 2017/18
Revised Phasing (Section 106 & CIL)	-1.4	Rephasing of Cambridge Cycling Infrastructure (£0.7m) & Huntingdon West of Town Centre (£0.6m), costs to be incurred in 2017/18

Revised Phasing (Prudential Borrowing)	-2.7	Revised phasing of Guided Busway spend & Connecting Cambridgeshire
Revised Phasing (DfT Grant)	-0.8	Revised phasing of Cycling City Ambition Fund

APPENDIX 7 – Performance (RAG Rating – Green (G) Amber (A) Red (R))

a) Economy & Environment

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Adult Learning & Skills									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work	High	↑	To 31-Jul-2016	1,985	2,200	A	A	The provisional number of people completing courses in the most deprived wards during 2015/16 is 1,985. This is just below the aspirational end-of-year target of 2,000, but it is an increase from 750 the previous in year, so significant progress has been made. A targeted programme has already started, focusing on increasing the participation in these deprived areas.
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people starting as apprentices	High	↑	2015/16 academic year (provisional)	4,320	4,574	G	G	Provisional figures for the number of people starting as apprentices during 2015/16 is 4,320, compared with 4,200 during 2014/15 - an increase of 3%. This means that the 2015/16 target of 4,158 was achieved.
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 31-Dec-2015 = 92.6%		95.2% by June 2017	G	A	The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 30-Jun-2016 = 35.6%		Contextual		Figures to the end of June show that the average take-up in the intervention area has increased to 35.6% from 33.6% in March.	

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
Economic Development									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↓	To 31-Mar-2016	78.7%	80.9% to 81.5%	A	A	<p>The latest figures for Cambridgeshire have been published by the Office for National Statistics (ONS).</p> <p>The 12-month rolling average decreased slightly from 80.4% in December 2015 to 78.7% in March 2016, which is below the 2016/17 target range of 80.9% to 81.5%. 23.3% of these jobs are part-time.</p> <p>Due to economic uncertainty the target remains challenging.</p>
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↔	Feb 2016	Gap of 6.4 percentage points Most deprived areas (Top 10%) = 11.5% Others = 5.1%	Gap of <=6.5 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	<p>The 2016/17 target of <=11.5% is for the most deprived areas (top 10%).</p> <p>Latest figures published by the Department for Work and Pensions show that, in February 2016, 11.5% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 5.1% of those living elsewhere in Cambridgeshire.</p> <p>At 6.4 percentage points the gap is the same as last quarter and is narrower than the baseline (in May 2014) of 7.2 percentage points.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↓	To 30-Sep-2015	+6,300 (provisional)	+3,500	G	A	<p>The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16</p>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>target of +3,500 additional jobs has been achieved.</p> <p>This information has recently been published by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.</p>
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↓	Aug-2016	306,490		Contextual		The Guided Busway carried around 306,000 passengers in August, and there have now been over 16.7 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.75 million.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.5 million	19 million	R	R	<p>There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16, representing a decrease of 400,000 compared with 2014/15.</p> <p>The drop in performance is part of a national trend which the Department of Transport (DfT) have reported as a 2.1% decline in England, outside of London, for 2015/16. There is a chance of growth in the future through the City Deal, but equally these could be offset by cuts through budget reduction. These two changes are unlikely to take effect until 2017/18 so it is unlikely that the 2016/17 target of 19 million bus passenger journeys will be achieved.</p>


Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Planning applications									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	Sep-2016	100%	100%	G	G	Eight County Matter planning applications have been received and determined on time since April. There were 10 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All 10 applications were determined on time.
Traffic and Travel									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015. Overall growth from the 2004-2005 average baseline is 62.5 percent which is better than the Council's target of 46%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↑	Oct 2014	Fenland = 84.5% Other excluding Cambridge = 89.1%	Fenland = 86.3%	G	A	The Department of Transport has released data for 2014. These figures show that the the that the gap has narrowed from 8.7% to 4.6% and that the percentage of adults who walk or cycle at least once a month in Fenland has increased from 81.1% to 84.5% since 2013. The percentage for the other districts (excluding Cambridge) has dropped slightly from 89.8% to 89.1%. The proposed target is for Fenland to increase to the current 89.8% average for the rest of Cambridgeshire

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>(excluding Cambridge) over 5 years i.e. an underlying increase of 1.7% per year.</p> <p>Recognising that the indicator is measured via a sample survey, with associated random variation from one year to the next, the target relates to the underlying direction of travel.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The average journey time per mile during the morning peak on the most congested routes	Low	↓	Sep 2014 to Aug 2015	4 minutes 52 seconds	4 minutes	R	A	<p>At 4.87 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is worse than the previous year's figure of 4.45 minutes.</p> <p>The target for 2016/17 is to reduce this to 4 minutes per mile.</p>

b) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
ETE Operational Indicators									
Monthly	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of Freedom of Information requests answered within 20 days	High	↑	Aug-2016	100%	90%	G	G	Thirty-one Freedom of Information requests were received and responded to on-time during August. One hundred and thirty-four Freedom of Information requests have been received since April and 96% of these have been responded to on-time.
	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of complaints responded to within 10 days	High	↑	Aug-2016	97%	90%	G	A	Sixty-nine complaints were received in August. Ninety-seven percent of these were responded to within 10 working days compared with 89% in July. The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management and 35 out of the 37 received were responded to on time. Seventeen out of the 20 complaints received by Strategy & Development were for Passenger Transport and all were responded to within 10 days. The year-to-date figure is currently 91%.
	Operating Model enabler: Having Councillors and officers who are equipped for the future								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↔	To Aug-2016	3.4 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average remains at around the same level at 3.4 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During August the total number of absence days within Economy, Transport & Environment was 151.3 days based on 574 staff (f.t.e) working within the Service. The breakdown of absence shows that 36.4 days were short-term sickness and 114.9 days long-term sickness.</p>

		AGENDA ITEM: 11
ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN	Published 3rd October 2016 Updated 28 th October 2016	 Cambridgeshire County Council

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

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.

Additional information about confidential items is given at the foot of this document.

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.

The agenda dispatch date is six clear working days before the meeting.

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
10/11/16	Huntingdon Road Cycleway Phase 2- Proposed Cycling Improvements	Mike Davies	2016/036	2.30 p.m. 6th October 2016	27/10/16	1/11/16
	A10 Harston Proposed Walking and Cycling Improvements	Mike Davies	2016/043			
	Queen Edith's Way, Cambridge, Proposed Walking and Cycling Improvements (Will be a petition as well)	Mike Davies	2016/044			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Transport Investment Plan (Includes S106 Prioritisation of Schemes in St Neots).	Elsa Evans	2016/056			
	Trumpington Road Phase 2, Cambridge, Proposed Walking and Cycling Improvements	Mike Davies	Not applicable			
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Bus Service from Newmarket Road to Park & Ride via Addenbrooke's	Paul Nelson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
Currently December date 01/12/17 This meeting will be moving to 16/12/16	Transport Strategy for East Cambridgeshire	Jack Eagle	2016/057	9.30 a.m. Tuesday 1 st November 2016	18/11/16	22/11/16
	Abbey Chesterton Bridge – Approval to Construct	Mike Davis	2016/064			
	Economy, Transport and Environment Risk Register Update	Tamar Oviatt-Ham	Not applicable			
	Finance and Performance Report - October 2016	Sarah Heywood / David Parcell	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Business Planning to include Fees and Charges appx	Graham Hughes / Paul Tadd	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson if anything to report	Not applicable			
12/01/17	Integrated Transport Block - Delivering Transport Block Aims Allocation	Elsa Evans	2017/008	3.00p.m. Tuesday 29 th November	21/12/16	3/1/17
	Cambourne West Planning Application and Draft S106 Heads of Terms	Colum Fitzsimons	2016/034			
	Progress review of the Energy Investment Unit business case Author:	Sheryl French	Not applicable			
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
<i>[09/02/17 Was a Provisional Meeting Time critical papers only The Park and Ride Funding Report moving from January to this meeting means it will be required.</i>	Park and Ride Funding	Paul Nelson	2017/007	2.00p.m. Tuesday 10 th January March Library	26/01/17	31/01/17
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
09/03/17	Kings Dyke Update/Appointment of Framework Contractor	Brian Stinton	2017/004	9.30 a.m. Tuesday 7 th February Room 308	23/02/17	28/02/17
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
<i>[06/04/17] Provisional Meeting This date will be required due to the need to agree the Transport Block report</i>	Allocation of Integrated Transport Block and Residual Capital	Jeremy Smith	2017/005	9.30 a.m. Tuesday 7 th March Room 308	23/03/17	28/03/17
01/06/17	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 20 th April Room 308	18/05/17	23/05/17
	Economy and Environment Committee Training Plan	Emma Middleton	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
To be programmed						
Reserved for Final Council approval: Local Transport Plan						

Notice made under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 in compliance with Regulation 5(7)

1. At least 28 clear days before a private meeting of a decision-making body, public notice must be given which must include a statement of reasons for the meeting to be held in private.
2. At least 5 clear days before a private meeting of a decision-making body, further public notice must be given which must include a statement of reasons for the meeting to be held in private, details of any representations received by the decision-making body about why the meeting should be open to the public and a statement of the Council's response to such representations.

Forward plan reference	Intended date of decision	Matter in respect of which the decision is to be made	Decision maker	List of documents to be submitted to the decision maker	Reason for the meeting to be held in private
.../...	[Insert Committee date here]		[Insert Committee name here]	Report of ... Director	The decision is an exempt item within the meaning of paragraph ... of Schedule 12A of the Local Government Act 1972 as it refers to information

Decisions to be made in private as a matter of urgency in compliance with Regulation 5(6)

3. Where the date by which a meeting must be held makes compliance with the above requirements impracticable, the meeting may only be held in private where the decision-making body has obtained agreement from the Chairman of the Council.
4. Compliance with the requirements for the giving of public notice has been impracticable in relation to the business detailed below.
5. The Chairman of the Council has agreed that the Committee may hold a private meeting to consider the business referred to in paragraph 4 above because the meeting is urgent and cannot reasonably be deferred for the reasons stated below.

Date of Chairman's agreement	Matter in respect of which the decision is to be made	Reasons why meeting urgent and cannot reasonably be deferred

For further information, please contact Quentin Baker on 01223 727961 or Quentin.Baker@cambridgeshire.gov.uk