

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 22 June 2021

Democratic and Members' Services
Fiona McMillan
Monitoring Officer

10:00

Shire Hall
Castle Hill
Cambridge
CB3 0AP

**University of Cambridge Sports Centre
Philippa Fawcett Drive, Cambridge, CB3 0AS**

AGENDA

Open to Public and Press by appointment only

CONSTITUTIONAL MATTERS

- 1 Notification of Chair**
- 2 Notification of Vice-Chair**
- 3 Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
- 4 Minutes - 9th March 2021 & Action Log**
- 5 Petitions and Public Questions**

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DECISIONS

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The Highways and Transport Committee comprises the following members:

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COVID-19

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

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HIGHWAYS AND TRANSPORT COMMITTEE: MINUTES

Date: 9 March 2021

Time: 10.00am to 1.50pm

Present: Councillors I Bates (Chairman), D Connor, R Fuller, D Giles, L Harford, M Howell (Vice-Chairman), N Kavanagh, S King, I Manning and A Taylor

72. Apologies for absence and Declarations of Interest

None.

There were no declarations of interest.

73. Minutes – 19 January 2021

The minutes of the 19 January 2021 were agreed.

74. Highways and Transport Committee Action Log

The Committee noted the Action Log.

Officers undertook to provide a further update regarding the Wisbech Cycling map.

75. Petitions and Public Questions

The Chairman informed the Committee of a petition, public speakers and local Members that had requested to speak on agenda items. The Chairman advised that he would invite them to speak at the start of the relevant agenda item.

76. The Divestment of Skanska Infrastructure Services and Novation of the Highway Services Contract

Members considered a report that provided the Committee with an overview of the forthcoming novation of the County Council's Highway Services contract from Skanska UK Ltd to Milestone Infrastructure Ltd, part of M Group Services.

During discussion of the report Members:

- Questioned whether the Council had previous experience of working with the new parent company and whether they were a bidder when the contract was originally tendered. Officers advised that M Group Services were new to the Council and that they had not placed a bid for the contract during the original tender process. M

Group were experienced in working with local authorities and it was the view of officers that they would have scored well if they had been part of the original tender process.

- Questioned whether there was opportunity to amend the Key Performance Indicators (KPIs) associated with the contract and drew attention to concerns raised previously regarding their efficacy. Officers explained that the KPIs couldn't be changed as part of the novation, but through the contract, agreed changes can be made. A working group was seeking to improve the current suite of KPIs and constant contract management would enhance the performance of the operator.
- Noted that the public will still see branding of Cambridgeshire Highways on vehicles and the change would not be visible to the public and the service delivered.
- Confirmed all contracts with all Councils nationwide were being novated to M Group from Skanska.
- Noted that the novation process was similar to a retendering process in terms of checks and the pre-qualifying questionnaire that demonstrated the company was able to meet the requirements of the contract. However, the terms of the contract were not open to renegotiation. Once the new company was in place then discussions would take place regarding KPIs.
- Expressed concern regarding the current performance of Skanska, highlighting several works that had either not been completed or completed to a low standard. It was therefore essential that robust monitoring of standards be maintained and KPIs be amended accordingly. Officers requested that the list of outstanding works be provided for them to be investigated.
- Noted that the risk of challenge to the process based on legal advice received was low. If a challenge was received, it would require assessment as to whether it impacted on the novation and therefore delay the process.
- Noted that the process of the novation allowed for a re-setting of the relationship between the Council and the operator. Meetings had taken place with the senior leadership team of M Group who had provided assurance regarding service improvement. The opportunity would be taken to address KPIs and improve them for enhanced contract management.

It was resolved, to:

Approve the novation of the County Council's existing Highway Services Contract from Skanska UK Ltd to Milestone Infrastructure Ltd.

77. Finance Monitoring Report

The Committee received the Finance Monitoring Report for the period up to the end of January 2021. In presenting the report officers highlighted the overall forecast

underspend on the revenue budget together with the grant provided by the Government to mitigate the impact of COVID-19.

Arising from the report:

- Officers undertook to update Members on progress relating to the Leverington Local Highways Initiative Scheme (LHI). **ACTION**
- Clarification was provided by officers regarding Executive Director budget line contained in table 2.1 in Appendix A of the report. The significant variance had arisen due to the COVID-19 support grant having been lodged against that budget line.
- Members noted that the in-year forecast underspend relating to St Neots Northern Footway and Cycle Bridge would roll forward into the new financial year and would only be removed if it was not required.
- A Member questioned whether the Dragon Patcher, pothole repair vehicle was operational. Officers confirmed that the vehicles were operational.

It was resolved unanimously to:

Review and comment on the report.

78. Integrated Transport Block Funding Allocation

The Committee considered the proposed allocation of the Local Transport Plan Integrated Transport Block Funding Allocation. The presenting officer explained that the funding was released by the Government to the Cambridgeshire and Peterborough Combined Authority. The funding was then passed on to Cambridgeshire County Council. The presenting officer highlighted the proposed allocation of the ITB capital grant contained at paragraph 2.2 of the report.

Arising from the report:

- A Member questioned whether the £15k Accessibility Budget had been fully spent the previous year and if it had, why the allocation had not been increased. Officers confirmed that the allocation was spent during the previous financial year. Officers undertook to provide an example of how the funding was spent. Members noted that if additional funding was required then a virement could take place. **ACTION.**
- A Member sought further information and clarity regarding air quality monitoring. Officers informed the Committee that the monitoring of air quality was a function undertaken by District Councils. The funding in the allocation was for monitoring only and did not cover the delivery of mitigation schemes. Further details on how the funding was spent could be provided as part of the year-end reporting.
- A suggestion was made by a Member for additional funding to be allocated to Local Highways Initiatives.

- Attention was drawn to the Transport Investment Plan that had been supplied as an appendix to previous iterations of the report which was a useful tool when working with the public. Officers explained that due to a range of factors, there was a delay in the allocation of funding to the schemes. The TIP once agreed would be published on the website and circulated to the Committee. **ACTION**
- Members noted that a further report would return to Committee in the summer of 2021.

The Chairman with the unanimous agreement of the Committee proposed an additional recommendation that provided the Executive Director: Place and Economy, in consultation with the Chairman and Vice-Chairman the authority to make any necessary amendments to the proposed allocation of ITB funding following receipt of the funding from the Cambridgeshire and Peterborough Combined Authority.

It was resolved to:

- a) support the proposed allocation of the ITB funding as long as that the funding is passed to the County Council by the Cambridgeshire and Peterborough Combined Authority
- b) Delegate to the Executive Director: Place and Economy, in consultation with the Chairman and Vice-Chairman, Highways and Transport Committee to make any amendments to the proposed allocation of the ITB funding following the receipt of the funding from the Cambridgeshire and Peterborough Combined Authority.**

79. Highway Operational Standards (HOS) Annual Review

Members considered a report for the Committee's approval of the County Council's Highway Asset Management Policy, Strategy and Highway Operational Standards documents. This would ensure that the Council had a current suite of documents setting out the standards for the management of the highway assets for which it was responsible.

During the course of discussion, Members:

- Sought clarity regarding the current HOS and the procurement process for the new asset management system. Officers explained that the procurement of the wider asset management system was being worked on and the specification developed. Assurance was provided that the system would link with existing strategies and policies.
- Drew attention to Appendix 3 of the report that detailed the frequency of which maintenance checks were undertaken on footpaths and prestige cycle paths. Officers explained that the frequency of maintenance inspections was based on recommendations contained in national guidance. The frequency was also derived from risk and on previous defect history.

- Attention was drawn to gulley emptying and questioned, following the result of a recent Freedom of Information (FOI) request whether there had been an underspend relating to gulley emptying. Officers informed the Committee that funding was allocated through the General Purposes Committee and there were now 4 teams emptying gullies, undertaking regular maintenance. Members noted that the funding also included other cyclic activities. Officers undertook to provide confirmation of whether there had been an underspend relating to gulley maintenance in previous financial years. **ACTION**
- Noted the reasons for the adoption of an asset management approach. However, attention was drawn to the insurance claims mentioned in the report that could provide indicative data on the relative condition of the highway. The number of insurance claims had risen 4-fold in Huntingdonshire, and it was questioned how many additional claims due to the surface dressing programme had been made and why had it been so bad. Officers explained that insurance claims received provided no indication of those that were not successful. It would be difficult to provide data on claims that relate to surface dressing as it may not directly relate to the claim made. Work was being undertaken with Skanska regarding potholes and further work would be undertaken with M Group following the novation of the contract relating to quality and timeliness. Officers undertook to explore further issues that have reportedly arisen following recent surface dressing. **ACTION**
- Welcomed the increased footway maintenance budget and questioned when it would be allocated and ensure that it was equitably split between rural and urban areas. Officers informed the Committee that the funding was only provided very recently, and officers were working on its allocation. A Member highlighted that residents would welcome the additional funding and requested that priority be given to its allocation.
- Sought greater clarity regarding allocations based on geography. Officers explained that the programme tended to be based on asset condition, life-cycle and the time of year rather than geography. However, it was accepted that there might be a proliferation of certain assets in particular areas, such as more footpaths in Cambridge City. The presenting officer undertook to review the paragraph to ensure clarity. **ACTION**
- Expressed concern at the number of Local Highway Initiative bids that were coming forward that sought to address maintenance issues.
- Referred to street lighting that was excluded from the strategy. Street lighting was extremely important to residents with complaints received regarding darkness along certain streets, coupled with issues relating to the condition of pavements. The LHI budget was being requested for additional street lighting which was of concern. Officers explained that the street lighting was managed separately. There was no policy that sought to readdress streetlighting, therefore it was for local communities to determine whether they wanted additional street lighting.

It was resolved to:

- a) Approve the latest version of the Highway Asset Management Policy;
- b) Approve the latest version of the Highway Asset Management Strategy;
- c) Approve the Highway Operational Standards (HOS);
- d) Agree that the Executive Director – Place and Economy, in consultation with the Chairman/Vice Chairman of the Highways and Transport Committee, can make minor amendments to Appendix R of the Highways Operational Standards in accordance with the approved asset management principles;
- e) Agree that the Executive Director – Place and Economy, in consultation with the Chairman/Vice Chairman of the Highways and Transport Committee, can make minor amendments to the budgetary apportionments derived from Appendix Q of the Highways Operational Standards;
- f) Agree that the Executive Director – Place and Economy, in consultation with the Chairman/Vice Chairman of the Highways and Transport Committee, can append to the HOS other policies that might be approved by this committee; and
- g) Agree that Executive Director – Place and Economy, in consultation with the Chairman/Vice Chairman of the Highways and Transport Committee, can make amendments to the Highway Operational Standards (including Appendix R) to reflect actual amounts of capital funding received via the Needs Based Formula and Incentive Fund.

80. A14 Cambridge to Huntingdon Scheme Update

The Chairman invited Matthew Danish, representing CamCycle to present a petition that had received over 600 signatures relating to the agenda item.

Mr Danish, introducing the petition requested Cambridgeshire County Council and the Highways and Transport Committee to:

1. Remove the dangerous chicane barriers that were recently installed on the approaches of the new active travel bridges over the A14 at Bar Hill and Swavesey.
2. Adopt the government's design manual Local Transport Note 1/20 in order to ensure that design and work on active travel and cycling infrastructure in the county produces fully accessible and inclusive routes that are suitable for people of all ages and abilities as well as being compatible with all modes of active travel that use those routes.

In support of the requests Mr Danish provided the following information. Two new active travel bridges for walking, cycling and horse-riding over the A14 were opened during 2020: one near Bar Hill and the other near Swavesey. These bridges were built to modern standards, with ample-width pathways and gentle slopes, and they were well received by the public. They had been safely and successfully used by walkers, cyclists and equestrians for several months.

In January 2021, without any warning or discussion, works suddenly appeared on the approach pathways of these bridges, and dangerous new chicane barriers that obstruct the pathways were installed. Each barrier squeezes the pathway down to a very narrow pinch-point with a sharp turn. They have created a new hazard where there was none before, with people liable to slip and fall trying to navigate through the tiny gap. The narrowing of the path created conflict and forced people into close proximity during a pandemic, when the Council was supposed to be creating more space for people to spread out. Last, but not least, the Council had broken the law and violated its public sector equality duty by installing barriers that created severe difficulties for disabled cyclists who were using tricycles, tandem cycles or adapted cycles on the new bridges.

The government published a cycling design manual called Local Transport Note 1/20, and the intention of the manual was to ensure that all cycling and related infrastructure was designed to be completely inclusive and accessible to all people. Summary principle 16 in the document states: 'Access control measures, such as chicane barriers and dismount signs, should not be used' because 'they reduce the usability of a route for everyone, and may exclude people riding nonstandard cycles and cargo bikes'. It also states, in paragraph 5.6.3 that: 'Deliberately restricting space, introducing staggered barriers or blind bends to slow cyclists is likely to increase the potential for user conflict and may prevent access for larger cycles and disabled people and so should not be used'.

The installation of dangerous new chicane barriers was specifically prohibited by the Government's new manual.

By adopting Local Transport Note 1/20, the Council would help assure the public that they would always design infrastructure in a manner that met national standards and was inclusive and accessible to all people. Therefore, the petition called for the Council to undo the damage that was recently done and to adopt the new design manual to ensure that such damage would not occur again.

The petition was supported by Camcycle and the Swavesey & District Bridleway Association.

A Member sought clarification as to whether the barrier that was the subject of the petition was of the same design as the one that was installed on the Biomedical Campus and was ultimately removed. Mr Danish confirmed that the barrier was of a very similar design to the one that was removed as it was deemed hazardous.

In response to a Member question Mr Danish, confirmed that as far as he knew motorcycles using the path had not been an issue.

The Chairman thanked Mr Danish for the petition and confirmed that a formal response would be sent within 10 working days of the meeting.

Presenting the report, the Assistant Director: Infrastructure and Growth informed the Committee that the scheme was still under construction and there were 2 remaining sections to complete. The rest was complete and there were sections that had been adopted by the Council. De-trunking was in its early stages and would complete by the end of this year.

The impact of COVID-19 had made assessment of traffic levels difficult. Further assessment was being undertaken and concerns regarding the impact of the new A14 on traffic volumes on particular routes would be escalated to Highways England.

Attention was drawn to the damage to the network caused by the construction of the A14. Members noted that local communities had suffered significant disruption with Heavy Goods Vehicles (HGV) using shortcuts to avoid diversions and had left a negative impact on the network. Officers were working with Highways England regarding maintenance and repairs. Conversations had also taken place with the Department for Transport in order to provide funding for repairs. The Committee would be updated as the work progressed.

With regard to the barriers located on the bridge at Bar Hill and Swavesey, the Committee was informed that they resulted from a stage 3 road safety audit undertaken by Highways England in consultation with the Council. There were 2 issues identified relating to vulnerable users, with steep approach ramps there was risk to cyclists entering the live carriageway at the bottom of the ramp. In all instances the key design was safety for all users which required a balanced approach. The Council was now the adopter of the assets and the barriers associated with the structures were being reviewed and the Committee would be updated when completed.

The Chairman invited local Member Councillor Mandy Smith, to address the Committee. Councillor Smith requested a copy of the response to the petition and sought clarification of whether the bridge at Swavesey was designed for equestrian use. Officers confirmed that the bridge did not have high enough parapets for equestrian use of the bridge. Councillor Smith requested a meeting with officers and the Chairman of the Committee regarding a potential bridge crossing. Councillor Smith drew attention to the damage to verges that had occurred during the construction of the A14 and expressed hope that restoration work would be completed.

The Chairman confirmed that a meeting would be scheduled.

In response to a Member question regarding whether she would support the removal of the barriers mentioned in the petition, Councillor Smith indicated that she would await the response of officers and discuss further with them.

During discussion Members:

- Thanked officers for their attention to the issues that had been brought to their attention.

- Expressed concern that the A14 scheme had not yet been delivered in totality. The through route had been delivered, however, the project as whole had not yet been completed. Members were disappointed with Highways England and their attitude towards damage that had been incurred by the highways network as a result of the works.
- Drew attention to the number of representations from residents regarding signage that had not yet been updated to reflect the new road. Officers informed Members that signage had been delayed especially with regard to wider signage along the corridor and was still underway.
- Noted that with regard to the A1123 and B1040, a detailed survey was being undertaken to obtain data on usage that would be escalated with Highways England and be compared with the original traffic modelling. If the results were different to the original modelling, then there was a legal requirement for mitigation.
- Welcomed the suggestion of the Executive Director: Place and Economy to invite Highways England to the next meeting of the Committee to address concerns raised by Members. **ACTION**

Councillor Manning proposed an additional recommendation, seconded by Councillor Taylor, in response to the petition presented to the Highways & Transport Committee, that the Committee formally adopted the Department for Transport Local Transport Note 1/20.

During debate of the proposal it was agreed that it would be in order for a proper assessment of the adoption to take place and a report be presented to the next meeting of the Committee. On that basis the proposal was withdrawn.

It was resolved to:

- a) Note the progress with the scheme to date.
- b) Approve the formal submission of the issues outlined in section 2.3 to Highways England to request further review and investigation as part of its Post Project Review

81. Major Infrastructure Project Delivery, Governance and Risk Management

The Committee considered a report that provided Members with an update on the improvements underway relating to delivery of infrastructure projects, their governance and risk management.

During discussion of the report:

- The Committee noted that the methodology of Prince 2 would be adapted for Cambridgeshire and a refined version would be used for smaller projects.

- Members welcomed the report and suggested that it would be useful to review after a year through exception reporting. Officers recognised the need for exception reporting and confirmed that a report would return to the Committee in the future.
- A Member highlighted the importance of reporting budget variance to the Committee and that it was essential local Members be kept informed. The Member sought assurance regarding recommendation d) of the report that it applied to local Members as well as members of the Committee. Officers explained how local Members were involved through Member Advisory Groups. The importance of an effective communications strategy was emphasised and the importance of local Members recognised.

It was resolved to:

- a) note the improvements underway relating to the delivery of infrastructure projects;
- b) agree committee decisions are required gateways 2, 4 and 6 of the gateway framework as part of project governance;
- c) note the project status summary in Appendix 3 including key risks and mitigation; and
- d) agree regular reporting of projects to Members

82. Residents' Parking Delivery Review

Due to time constraints, the Chairman exercised his discretion and moved the Residents' Parking Delivery Review forward on the agenda in order to enable its fullest discussion.

The Chairman informed the Committee that there were a number of speakers regarding this item. The Chairman invited Mr Veli Aghdiran, resident of Guest Road and speaking on behalf of Guest Road Area Residents' Association.

Mr Aghdiran drew attention to the pressured car-parking situation in the Guest Road area that had been further compounded by the COVID-19 pandemic that had resulted in a substantially increased demand for parking over supply. There had been several refurbishments of properties which had resulted in additional trade vehicles. Residents now used their cars as a last resort because of the difficulty of finding any space in the area. Mr Aghdiran shared the experience of residents who had experienced issues with the residents' parking scheme. Mr Aghdiran believed that there were creative solutions that could be employed to better use the parking space available and concluded by stating that he was intending to draw the Committee's attention to residents' experiences rather than advising of solutions.

The Chairman invited Mr Jim Chisolm, speaking on behalf of CamCycle to address the Committee.

Mr Chisholm, began by highlighting his experience of early controlled parking zones in Guilford and the impact on residents and people travelling into the area. However, they offered significant reward for those wanting more pleasant neighbourhoods. Highlighting the 'new' post-pandemic normal, Mr Chisholm informed the Committee there was a risk that many would drive and park on residential streets rather than use public transport or Park and Ride. Given the gestation time for such schemes, there could not be any delay in action.

Mr Chisolm emphasised the benefits of Residents' Parking Schemes that included:

- Reduced numbers of parked and moving motor vehicles make it far more pleasant and safer for pedestrians and cyclists
- Residents who owned a car had greater certainty regarding parking availability
- Space could be made available for increased numbers of light delivery vehicles, which may otherwise obstruct all traffic
- By reducing the number of known free commuter parking slots it reduces pollution and congestion city wide, and hence the delays to essential users and buses with their passengers.

Mr Chisholm concluded by highlighting option 3 that should include the Greater Cambridge Partnership proposals for supporting an Integrated Parking Strategy as the preferred option.

The Chairman invited Cambridge City Councillor, Dave Baigent, to address the Committee. Councillor Baigent drew attention to the overarching strategic plan to reduce traffic entering the city and the on-going work to promote active travel. Councillor Baigent requested that the Council pledge to address the parking scheme that was offered to residents in Romsey. The impact of the Coleridge scheme was that cars had been shifted into the Romsey area, adversely impacting residents ability to park.

The Chairman invited local Member Councillor Linda Jones, to address the Committee. Councillor Jones highlighted paragraph 2.3 of the report onward. The report made clear there were several areas of the city where there was significant pressure. She noted the work that had been done so far but would not be addressed by a return to normal. And there needs to be a level of flexibility and creativity with existing space. Options 2, 3, and 4 would all need to be considered. Councillor Jones emphasised the need to consider options 3 and 4 and the need to act swiftly and bring options back to Committee.

Local Member, Councillor Jocelyne Scutt, was invited by the Chairman to address the Committee. Councillor Scutt, drew attention to the partnership work of the Council with the Greater Cambridge Partnership (GCP) relating to residents' parking schemes where the overall aim was to reduce congestion and pollution in the city that would be of benefit to everyone in the county. Councillor Scutt stated that it was clear that options 3 and 4 contained within the report overlapped one another and emphasised that it was option 3 that fulfilled the purpose of residents parking schemes. Councillor Scutt

highlighted areas within her Division that were suffering from the pause in developing parking schemes. There is a need to promote bus transport for those outside the city and car clubs for those within the city in conjunction with parking schemes.

The presenting officer introduced the report. The report was being presented to Committee following a 12 month pause to residents' parking schemes. The Committee noted that contrary to the report, GCP funding for residents' parking schemes was still available and had not ceased.

Arising from the report:

- A Member commented that further work was needed with partners on the approach to schemes and therefore option 4 was preferred.
- In highlighting work that had been undertaken in developing a scheme for Romsey that was affected by the decision to suspend further work on schemes, a Member commented that their preferred option was a combination of 3 and 4.
- The success of schemes in Coleridge West were highlighted by a Member and the elimination, as a result, of cars parking on verges causing them damage.
- A Member urged caution regarding differential charging rates for electric vehicles as it created inequalities by benefiting more wealthy residents who could afford such vehicles.
- A Member emphasised the importance of resident's quality of life. Parking was a huge problem where driveways were blocked, streets were blocked and people suffered constant noise and abuse from people arguing over spaces and urged the Committee adopt an option that got the programme back on track.
- The Chairman drew attention to the work undertaken by the GCP and a recently published report for their forthcoming meeting of the Executive Board. The GCP were considering a number of options regarding transport, cycling and parking that would link to option 4 of the report.

Councillor Manning, proposed an amendment to recommendation a) of the report to approve option 3 rather than 4 as the most appropriate way forward. Councillor Taylor seconded the amendment. On being put to the vote the amendment was lost.

It was resolved to:

- a) Consider the four options outlined in part 1 of this report and, in-line with officers' recommendation, approve option 4 as the most appropriate way forward; and
- b) Consider the four options outlined in part 2 of this report and instruct officers to undertake further work and to come back to committee later in 2021 with a detailed proposal.

83. Local Highway Improvement (LHI) Member Working Group

Members received a report that sought the Committee's approval of the outcome of the LHI Working Group's discussions and suggested amendments to the LHI initiative

The Chairman invited Councillor Linda Jones to address the Committee in her role as a member of the LHI Working Group. Councillor Jones, highlighted the chairing of the LHI Panels and the idea that officers chairing the meeting would ensure consistency. Attention was drawn to the Frequently Asked Questions (FAQs) appended to the report that emphasised that the LHI process was a serious, formal one.

Councillor Jones, drew attention to the view of the Working Group that a minority of Cambridge City Councillors should be included within the Cambridge City LHI Panel as there were a wide range of LHIs within the City and the City Council made a significant funding contribution to the funding of the schemes.

Arising from the report:

- Members supported the comments of Councillor Jones, highlighting the unique circumstances of Cambridge City and therefore there should be representation from Cambridge City Councillors on the LHI Panel.
- A Member commented that with regard to chairing LHI Panels it was acceptable for an elected Member to chair the meeting providing that there was consistency in officer attendance at the meetings.
- A Member commented that it was very much work in progress and suggested a further review in the next Council. Attention was drawn to the minimum number of Councillors that should be present at a panel and suggested the number should be 5 rather than 6 as there was rarely more than 5 in attendance.

Following discussion of the report it was proposed with the unanimous agreement of the Committee to amend recommendation c) to reduce the minimum number of County Councillors to 5 and add an additional recommendation for the inclusion of a minority of Cambridge City Councillors in the Cambridge City LHI Panel.

It was resolved to approve:

- a) Appendix A – revised application criteria;
- b) A maximum of 2 people to present per application at the LHI panel meetings;
- c) Future LHI panels to comprise a minimum of **6 5** and a maximum of 8 County Councillors from divisions within the relevant district areas;

- d) Panel membership in Cambridge City, due to its unique circumstances, should include a minority of City Councillors**
- e) That the chair of the LHI panels is to be chosen from the LHI Members sitting on the elected LHI panel and that the chair is to be agreed prior to the start of the panel meeting; and
- f) The review of the online LHI panel meetings to determine whether panels should be held online going forward

84. Highways Verge Maintenance

The Committee considered a report that apprised Members of the new approach to management of highway verges across Cambridgeshire following the launch of updated national guidance.

During discussion:

- A Member highlighted that many members of the Committee received an email expressing concern about the proposed reduction to 2 verge cuts and the impact that would have on rights of way. The presenting officer confirmed that the report did not address rights of way and there were no proposals to change.
- The Committee noted that officers worked closely with District Council colleagues and shared programmes to ensure as much as possible that cutting was timed with rubbish collection.
- A Member highlighted the impact of poor parking in Cambridge City that severely impacted on verges and questioned whether it caused additional cost to the Council. Officers commented that Residents' Parking Schemes were helpful in terms managing poor and inconsiderate parking.
- A Member commented that 2 cuts in the countryside would likely be sufficient. However, it was unlikely to be enough for villages and requested that coordination with Parish Councils took place regarding the number of cuts. Officers explained that villages were budgeted for 3 cuts. There was also flexibility within verge management to obtain different results such as wildflowers if so desired.

It was resolved to:

- a) To endorse the approach set out in the report for the management of highway verges across Cambridgeshire; and
- b) To approve inclusion of the county's verge management approach in future iterations of the Highway Operational Standards

85. Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies and Advisory Groups

It was resolved to note the Agenda Plan and the additions made at the meeting.

May 2021

- adoption of the Department for Transport Local Transport Note
- A14 Issues, invite Highways England.

To be scheduled:

- Infrastructure delivery (relating to agenda item 10, Major Infrastructure Project Delivery, Governance and Risk Management) including regular update reports on projects.

Chairman

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 28th January 2021 captures the actions on service actions within the remit of this Committee including that are still ongoing on-going from the former Highways and Community Infrastructure and Economy and Environment Committees. This log updates Members on the progress on the compliance in delivering the necessary actions.

Minutes of Highways and Community Infrastructure Committee 16th January 2018					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
45.	Minutes and Action Log – Skanska Enhanced Pothole Repair Service	Graham Hughes / Richard Lumley	Discuss with Skanska the feasibility of offering an enhanced pothole repair service. This was raised again at the Highways and Transport Committee on 15 th September	Part of a wider, longer term piece of work looking at possible delivery models (including future funding) for highway services.	IN PROGRESS Meeting held with Skanska on 26/11/20. A briefing note is being prepared on the potential way forward for initial discussion with Chair and Vice Chair. Further work is likely to be needed and a note will be circulated to Members on the possibilities, likely to be in

					the summer.
Minutes of Highways and Community Infrastructure Committee 9th July 2019					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
124.	Road Casualty Data Annual Report	Matt Staton	The Chairman commented that the findings of the research project regarding likely collision sites being undertaken with Loughborough University could be brought to the committee for information and comment.	Matt Staton to liaise with Loughborough University in relation to published outputs from the project. The information was to be presented to a Members Seminar.	On hold until the seminar programme resumes. Will be programmed when dates are available.
Minutes of Highways and Transport Committee 15 th September 2020					
24.	Minutes Action Log (Minute 151 Wisbech Access Strategy Phase 1)	Chairman Cllr Bates	Noting that Cllr King had been appointed as an additional member to the Wisbech Steering Group via the Outside Organisations delegations process, Cllr Dupre asked whether she could be considered via the same process for an appointment to the Heavy Goods Vehicle (HGV) Diamond Area Steering Group.	The Chairman agreed to speak to the Chairman of the Steering Group, Councillor Criswell.	In progress
25.	Winter Service Plan 2020-21	Chairman Councillor Bates	It was suggested that the volunteer mutual aid groups formed during the Covid 19 lockdown would be an excellent source for potential new recruits.	The Chairman to provide an oral update.	Action Ongoing

			The Chairman had already been in discussion with the Councillor Criswell, Chairman of the Communities and Partnership Committee in respect of seeking new volunteers and obtaining contact points from such groups and would pass them on to the officers.		
29.	Cambridgeshire Highways Contract Annual Report 2019-20	Richard Lumley / Graham Hughes	Request for a new policy for seeking compensation for developer damage to free up local highways offices resources.	Officers would investigate the practicalities and bring back proposals for further consideration on this wide ranging issue.	Action Ongoing

Minutes of Highways and Transport Committee 6th October 2020

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
30.	COVID-19 Cycling Proposals	Graham Hughes / Jeremy Smith	To identify funding to update the cycling map of Wisbech	CCC does not have funding available for this but alternative ways of completing this have been suggested utilising the individuals who produced the original map. Issue raised at 19.01.21 Committee – officers to explore further. Funding for this has been identified from the cycling budget and the team will now work with the designer, keeping Cllr King informed,	Completed

				to update and distribute the map	
30.	COVID-19 Cycling Proposals	Graham Hughes /Jeremy Smith	Asked if schemes could still be added to tranche 2 of Active Travel projects	<p>Further proposals may be considered but ideas need to be received by the end of January. At Committee on 19.01.21, it was agreed that a briefing note would be circulated to all Members, setting out the criteria, timescales and funding for Active Travel Projects.</p> <p>Some further proposals have been received and these have been incorporated in the list. The list has been assessed by our consultants and this has been circulated to Members</p>	Completed
Minutes of Highways and Transport Committee 19 th January 2021					
63.	Minutes Action Log	Dawn Cave/ Graham Hughes	Committee had previously agreed a report on Wisbech Access Strategy would come to Committee. Clerk to check what was agreed and schedule a report to a future Committee meeting.		

66.	Cambridgeshire County Council Commuted Sum Proposals	Justin Styles Jonathon Judah	Final consultation document to be circulated to Members, who could then comment accordingly. Action required.	The document is currently being developed and the intention is to circulate this to Members by the end of May	Action Ongoing
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Minutes of Highways and Transport Committee 10th March 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
77.	Finance Monitoring Report	Graham Hughes	Provide update on Leverington LHI scheme	Highways updated the local member on this scheme	Complete
78.	Integrated Transport Block Funding Allocation.	Elsa Evans	Provide details of how the £15k Accessibility Budget had been spent	£6,372.77 had been spent. A breakdown is shown below*. Remaining budget has been committed and carried forward to 2021/22.	Complete
78.	Integrated Transport Block Funding Allocation.	Elsa Evans	Circulate TIP to all Members once ready	Email sent 23.03.21	Complete
79.	Highway Operational Standards (HOS) Annual Review	Richard Lumley	Provide confirmation of whether there had been an underspend relating to gulley maintenance in previous financial years	There was an underspend in 2020/21 of £101,198 and an underspend in 2019/20 of £28,856	Complete
79.	Highway Operational Standards (HOS) Annual Review	Richard Lumley	Officers undertook to explore further issues that have reportedly arisen following recent surface dressing	All work is inspected and remedial work carried out in a prompt manner. All sites have a two-year guarantee so defects are the responsibility of the contractor to resolve at their expense. In general	Complete

				<p>surface treatment sites are of good standard.</p> <p>Highways has been in contact with the member who raised concerns at the meeting, to explain the surface treatment processes and has taken on board comments from the residents . There was concern regarding gullys being blocked due to the surfacing. There had been a weather event earlier in the year causing some properties to flood and there was concern that the gullys should be left clear and running free.</p>	
79.	Highway Operational Standards (HOS) Annual Review	Mike Atkins	Review the paragraph to ensure clarity regarding allocations based on geography	The reference to geographical disaggregation of funding was thought to be out of date and has now been removed from the Strategy document, as approved by AD Highways.	Complete
80.	A14 Cambridge to Huntingdon Scheme Update	Andy Preston	Invite Highways England to attend May meeting of Committee	A letter has been sent to Highways England on 14.04.21 inviting them to the May committee meeting	Complete

***Action 78: Breakdown of accessibility budget**

Norman Way, Wimblington - Installation of 1 Disabled Persons Parking Bay	70.55
Citywide various locations - disabled bay parking installation	2,487.03
Citywide various locations - Removal of disabled parking bay lining, posts, sign plates	356.63
Countywide disabled persons parking bay installs and removals – various locations	2,017.15
Cambridge City - Various Locations - Disabled Parking Place Order Notices in Cambridge News	387.60
Huntingdon/St Neots - Disabled Parking Spaces Order Notices in Hunts Post	222.88
30 Main Street, Great Gidding - Install disabled persons parking bay	163.11
Farcet - Disabled Persons Parking place revocation – Peterborough Telegraph	416.40
Fox Corner, Guilden Morden / 7 Bar Lane, Stapleford - Install disabled persons parking bays	251.42
	6,372.77

Traffic regulation order objections associated with the Cambridgeshire County Council (King's Parade, Cambridge) (Traffic Management) Order

To: Highways and Transport Committee

Meeting Date: 22 June 2021

From: Steve Cox, Executive Director - Place & Economy Directorate

Electoral division(s): Market

Key decision: No

Forward Plan ref: N/A

Outcome: To determine objections received in response to the publication of Cambridgeshire County Council (King's Parade, Cambridge) (Traffic Management) Order

Recommendation: The Committee is recommended to:

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

Officer contact:

Name: Sonia Hansen

Post: Traffic Manager

Email: sonia.hansen@cambridgeshire.gov.uk

Tel: 07557 812777

Member contacts:

Names: Cllr Peter McDonald/Cllr Gerri Bird

Post: Chair/Vice-Chair

Email: peter.mcdonald@cambridgeshire.gov.uk

gerri.bird@cambridgeshire.gov.uk

Tel: 01223 706398

1. Background

- 1.1 In 2018, Cambridge City Council received advice from the Counter Terrorism Policing personnel within the Eastern Region Special Operations Unit (ERSOU) raising concerns about the potential for a vehicle-based attack in the very busy King's Parade, fronting King's College (Appendix 1). City visitor numbers had risen sharply over a short period from 5 million to 8 million people each year, and this street is also busy year-round with the activities of Cambridge University, local colleges and townsfolk going about their daily business. Whilst there was no specific threat identified to Cambridge, the national level of alert was classified as Severe (meaning that an attack is highly likely), and the advice took in to account learning from the then recent attacks in crowded spaces both in this country and abroad (particularly in London, and Nice).
- 1.2 Access along King's Parade by motor vehicles has been restricted by Traffic Regulation Orders establishing both a Pedestrian Zone, and a Restricted Parking Zone, for many years. These permitted use of on street blue-badge and loading bays, access to private property (including King's College), and for taxis and cyclists (heavily used by both). However, lacking the more physical controls in place elsewhere across the city-centre, the restrictions were widely ignored by many. This resulted in a great deal more traffic in the street than intended and conflict between vehicles, pedestrians, and cyclists.
- 1.3 It was this comparative ease of access by motor traffic, along with large numbers of people in King's Parade that gave cause for security concerns. The specialist advice received followed detailed site visits involving officers from the ERSOU, local policing, City Council, and Cambridgeshire County Highways services, who offered recommendations on how security and public safety might be improved.
- 1.4 Through 2018 and 2019 City Council officers worked with Counter Terrorism Policing personnel in ERSOU, County Council Highways and Greater Cambridge Partnership colleagues to review the concerns raised and recommendations made and identify possible mitigating interventions.
- 1.5 The outcome of this work was a proposal for short-term use of National Barrier Asset type security barrier equipment at either end of King's Parade, similar to that used in other busy UK city-centres including London, Windsor and Edinburgh, to support existing street furniture, and respond to the urgent need identified.
- 1.6 In order to accommodate deliveries to and from local premises a time limited restriction was proposed to cover the period when the street was busiest between 9:30am to 7pm each day, based upon a detailed analysis of footfall numbers in the area during 2018 and 2019. These hours of operation were to be enforced via daily closing and opening of the barrier's swing-arm gate.

2. Main Issues

- 2.1 The existing Temporary Traffic Regulation Order cannot be extended beyond 13th July 2021 and therefore needs replacing with a permanent equivalent to provide continued protection to the many thousands of people who use King's Parade throughout the year, particularly considering the UK's national terror threat level. The Chief Constable outlines that the restrictions can be applied at the County /City Council's discretion, depending on the risk and in consultation with the police. A copy of the Chief Constable's recommendation for a permanent order is attached (Appendix 2).

- 2.2 Whilst the method of closure does not form part of the statutory process for making the permanent order, a replacement for the temporary barrier, that enhances the streetscape, while providing the adequate level of security required, will be sought by Cambridge City Council.
- 2.3 The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty-one-day notice period.
- 2.4 The TRO was advertised in the Cambridge News on the 25th February 2021. The statutory consultation period ran from the 25th February to the 18th March 2021.
- 2.5 The statutory consultation resulted in 6 objections and one note of support, which have been summarised in the table (Appendix 3) together with officer responses to the objections.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

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

- Managed traffic access to city centre areas, including pedestrian priority, has been shown to enhance their vitality and local economy over the medium to longer term, benefiting residents, businesses and visitors.

3.2 A good quality of life for everyone

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

- Annual visitor numbers to Cambridge are increasing rapidly, bringing significant economic and cultural benefit to the city and surrounding area. The approach proposed aims to maintain safety and quality of life for both residents and visitors to this area of the city, whilst mitigating potential difficulties so far as reasonably practicable.

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

There are no significant implications for this priority.

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

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

- Fewer traffic movements in King's Parade will have benefits in terms of carbon emissions

3.5 Protecting and caring for those who need us

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

- Managed access seeks to balance the needs of tourism, and conservation, with local access and movement; particularly for pedestrians, cyclists, and access for local colleges and businesses whilst maintain public safety and health within the area affected.

4. Significant Implications

4.1 Resource Implications

The necessary staff resources and funding have been secured through the Privately Funded Highway Improvement process.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

The proposed scheme meets current legislative requirements and, so far as reasonably practicable, continues to make provision for particular needs; including blue badge holders. Where such needs were displaced during the course of the temporary controls alternative provision was provided and will continue if the scheme is made permanent.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police support the proposal, no comments were received from the other emergency services.

Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The County Councillor Nicola Harrison and District Councillors Tim Bick, Anthony Martinelli, Katie Porrer and Gerri Bird were consulted.

4.7 Public Health Implications

The proposed scheme is intended to maintain public safety and health within the area affected, whilst still maintaining access to essential services.

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

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral

Explanation:

4.8.2 Implication 2: Low carbon transport.

neutral

Explanation:

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

neutral

Explanation:

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

neutral

Explanation:

4.8.5 Implication 5: Water use, availability and management:

neutral

Explanation:

4.8.6 Implication 6: Air Pollution.

Positive

Explanation: This scheme removes vehicular traffic from the area between 0930 and 1700

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

neutral

Explanation:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: David Parcell

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

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

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Katy Rogerson

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

Name of Officer: Richard Lumley

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

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

Not a key decision

Name of Officer:

5. Source documents guidance

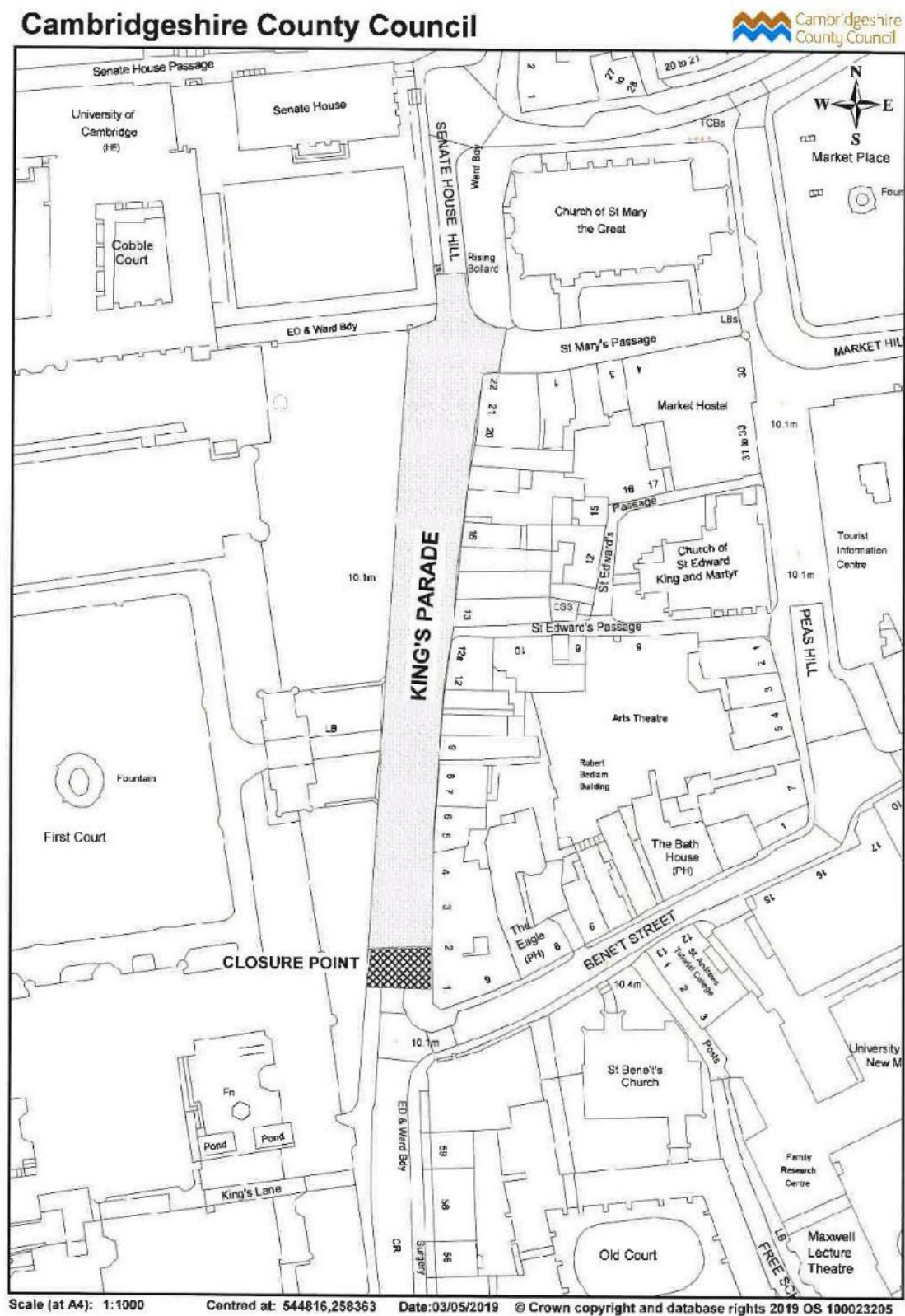
5.1 Source documents

Consultation responses
Draft Traffic Regulation Order
Letters of Objection

5.2 Location

Email: Sharon.Piper@cambridgeshire.gov.uk

Appendix 1 Location of restrictions on King's Parade, Cambridge



Appendix 2 Letter of recommendation from Chief Constable

Nick Dean
Chief Constable



27 January 2021

Mr Richard Lumley
Assistant Director for Highways
Cambridgeshire County Council
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Dear Richard

RECOMMENDATION FOR A PERMANENT ANTI-TERRORISM TRAFFIC REGULATION ORDER AT KING'S PARADE, CAMBRIDGE CITY CENTRE

On 23 October 2019 I wrote to [REDACTED] at Cambridge City Council to recommend the implementation of a temporary Anti-Terrorism Traffic Regulation Order (ATTRO) at King's Parade, in accordance with Sections 14 and 22 of the Road Traffic Regulation Act 1984. The ATTRO was subsequently made and brought into operation on 13 January 2020 for a period of 18 months, meaning it is due to expire on 12 July 2021.

In my letter I stated it was likely the temporary ATTRO would need to be made permanent when it expired and the City Council has since requested that a formal recommendation be made to this effect. Consequently, discussions about the matter have taken place between the City and County Councils, Counter Terrorism Security Advisors (CTSAs) and the Centre for the Protection of National Infrastructure (CPNI). Feedback from the public and other stakeholders on the existing arrangements and their proposed continuation have been considered during these discussions.

The national terrorism threat level is currently set to SEVERE, which means an attack in the UK is considered highly likely. Unfortunately, the threat shows no sign of abating and the national level has never fallen below SUBSTANTIAL since it was first published in August 2006. In addition, the Vehicle-As-A-Weapon (VAAW) attack methodology continues to be a preferred tactic for many terrorists as it can be deployed with relative ease and has the potential to cause significant casualties.

Presently, there is no intelligence which indicates there is a specific threat to King's Parade and footfall is somewhat lower than normal due to the ongoing impact of the coronavirus pandemic. However it is reasonable to assume that crowds will return when it is safe to do so and reach pre-pandemic levels. Moreover, the area remains an iconic location and would be vulnerable to the overarching terrorist threat if the current restrictions were removed.

Considering these factors, the continuation of vehicle restrictions at King's Parade remains a precautionary and proportionate protective security measure. I therefore recommend that a permanent ATTRO be made in accordance with Sections 1 and 22C of the Road Traffic Regulation Act 1984, as amended by the Civil Contingencies Act 2004 and Counter Terrorism and Border Security Act 2019. The restrictions contained in the order should apply to all vehicular traffic and are deemed necessary to:

Cambridgeshire Constabulary Headquarters, Hinchbrook Park, Huntingdon, Cambs PE29 6NP
Telephone: 101

- avoid or reduce, or reduce the likelihood of, danger connected with terrorism, and;
- prevent or reduce damage connected with terrorism.

The order should govern access to the road on King's Parade from its junction with Bene't Street to its northern boundary with Senate House Hill. As the current temporary ATTRO expires on 12 July 2021, the permanent order should be introduced as soon as practicable but no later than 13 July 2021. It should also prohibit vehicular access to the area each day between 0930 and 1900 hours, including weekends and bank holidays.

It is important to note that the restrictions on the road do not have to be enforced for the entire duration specified in the order. As the County and City Councils oversee the ATTRO and its day-to-day implementation, they can apply the restrictions at their discretion in accordance with their assessment of the risk. Consequently, I recommend that both parties and Cambridgeshire Constabulary enter into a Service Level Agreement (SLA) which clarifies how this discretion will be exercised in practice. If there is a desire to enter into such an agreement, the CTSAs can support both you and the City Council with this piece of work.

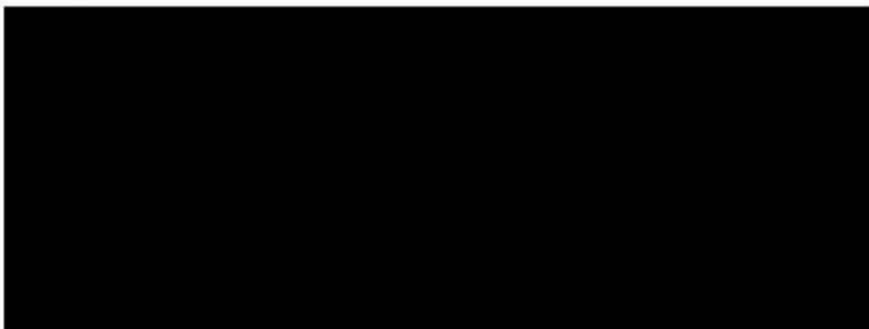
ATTROs were introduced to help keep people safe from the threat of terrorism therefore I fully support their continued use in this instance. Thank you in advance for your consideration of this matter.

Yours sincerely



Nick Dean
Chief Constable

Copy to:



Appendix 3 Objections/Comments

	OBJECTION/COMMENT	OFFICER RESPONSE
1	This proposal is fully supported.	Noted
2	Objection: Gap too small for cyclists, danger to peds using the same gap, closure stays on too late, barrier not needed post covid	A full Road Safety Audit was undertaken prior to and following the scheme's introduction, with recommendations acted upon, there has been little change in the level of personal injury accidents reported. Whilst there is considerable public support for a shorter operational period some respondents too favour an extension. Over half of local businesses suggest they have been able to schedule deliveries around the existing restrictions. It is therefore suggested that the existing timings remain best suited year-round and should continue for the time being. As lock-down restrictions were eased over the summer of 2020, many re-opened businesses sought to provide additional outside seating in order to safely welcome back customers. Resuming daily barrier operations assisted a number of local cafes and restaurants along King's Parade as people returned to the city centre, and the broader benefits of the scheme became more noticeable.
3	Objection: Closure stays on too late, barrier not cyclist-friendly	See response 2 re timings and safety
4	Objection: Wants adequate cycle channels on both sides of barrier	Permanent Traffic Regulation Orders can be reviewed, rescinded and replaced, the potential for amendments or modifications should be raised with the City Council.
5	Wants closure hours reduced to 10 - 4	See response 2 re timings
6	2 Objections: Minimal threat, wouldn't stop pedestrian bomber, hazardous for pedestrians and cyclists, impedes deliveries, limits disabled access, aesthetic vandalism.	The Police specialist advisors remain supportive of continued controls, with the national threat level from international terrorism increasing from Substantial to Severe (meaning that an attack is highly likely) in November 2020. The controls are specifically aimed at preventing vehicle born attacks in a busy public space easily accessed by traffic. See response 2 re safety The existing barrier equipment introduced has limitations but also

		<p>offers significant benefits in terms of security, portability, and flexibility. It has effectively served its purpose as an interim solution and should remain in place providing protection for the area, until such time as a suitable solution can be brought forward. The City Council remains committed to the development of a more suited longer-term solution that better reflects the sensitive historic setting and essential user needs.</p>
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A428 Black Cat to Caxton Gibbet Development Consent Order Update

To: Highways and Transport Committee

Meeting Date: 22nd June 2021

From: Steve Cox, Executive Director Place & Economy

Electoral division(s): Papworth and Swavesey, Cambourne, St Neots East and Gransden, St Neots Eynesbury, St Neots The Eatons, St Neots Priory Park and Little Paxton

Key decision: No

Forward Plan ref: N/A

Outcome: Members are informed of progress with Highways England's major scheme to upgrade the A428 to dual carriageway, and member's views on areas of interest are established to inform the forthcoming Examination.

Recommendation: Members are asked to:

- a) Note the report, and the likely timescales for the formal consent process
- b) Consider the summary of points raised and confirm the key areas to support or raise issues
- c) Confirm the Council's strong in-principle support for the A428 scheme, subject to suitable assurances and agreement with Highways England
- d) Delegate to the Executive Director for Place & Economy in consultation with the Chair and Vice-Chair of Highways & Transport Committee approval of the submission of formal documents related to the enquiry.

Officer contact:

Name: Chris Poultney

Post: Transport Strategy Manager, Transport Strategy and Funding

Email: chris.poultney@cambridgeshire.gov.uk

Tel: 01223 728111

Member contacts:

Names: Councillor Peter McDonald / Councillor Gerri Bird
Post: Chair / Vice Chair, Highways and Transport Committee
Email: peter.mcdonald@cambridgeshire.gov.uk / gerri.bird@cambridgeshire.gov.uk
Tel: 07912 669092 / 01223 425595

1. Background

- 1.1 Highways England are proposing to upgrade the route between the Black Cat roundabout and Caxton Gibbet roundabout with a new 10-mile dual carriageway and associated junction improvements, including major engineering works to improve the Black Cat roundabout. The scheme aims to improve journeys by road between Milton Keynes and Cambridge, bringing communities together and supporting long term growth in the region.
- 1.2 As a major strategic investment, the A428 Black Cat to Caxton Gibbet project being developed by Highways England is applying for a Development Consent Order (DCO), a special type of planning consent for nationally significant infrastructure projects (NSIPs). This paper updates Members on the project, and highlights issues or areas that may become points of disagreement or difference at Examination.
- 1.3 The report sets out officers' initial assessment of the application, which is still undergoing review, and Members are requested to provide comments and direction on areas of interest or concern, as well as note areas that are supported.

2. Main Issues

- 2.1 As part of the application, Highways England are seeking powers to acquire land, construct and build the new dual carriageway, and will also be building local access roads and facilities such as drainage ponds and cycleways that will be adopted and maintained after construction.
- 2.2 Following the submission of the application to the Planning Inspectorate, who will be responsible for considering and determining it, the Council submitted a robust response as an Adequacy of Consultation Response, a procedural letter which is written to the Planning Inspectorate. This was supportive in principle but raised concerns around engagement and the level of information provided before the application was submitted. Issues that are emerging as the application is reviewed are set out below. Officers were engaging with the Highways England team throughout last year, but much of the detail of the DCO application that was submitted at the end of February, such as the Environmental Statement and the local traffic models, weren't shared until after the DCO application was submitted.
- 2.3 It is worth noting that if the Council disagrees with or wishes to seek changes to specific elements of the application, written representations will need to be made based on policy or evidence, to make a case to the Planning Inspector at the Examination. The County Council as Highway Authority and with other statutory roles, and South Cambridgeshire District Council and Huntingdonshire District Council as Local Planning Authorities have worked closely together to develop a joint response to this application, and this is intended to continue throughout the Examination period.
- 2.3 The following areas are likely to be supported:
 - Journey time: The project delivers quicker journeys and reduced congestion on what was (pre-Covid) a congested and unreliable strategic route.
 - Safety: The new road will attract most of the traffic from the existing A428 and away from local roads, on to the new dual carriageway.
 - Growth and Development: The road forms part of the wider Ox-Cam Arc development

area which the Council supports, and removes the final single carriageway section of road between Cambridge and Milton Keynes

2.4 The following areas are likely to need further discussion with Highways England, the provision of information, or commitments from the application to reach agreement and resolve:

- **Biodiversity:** The Council is likely to request clarity on the information in the application and although this project will be considered under national guidance, commitment to the highest possible proportion of biodiversity net gain delivered by the project to ensure the best possible environmental benefit.
- **Highway Design:** The Council wants to establish and agree a legally binding process for the approval and acceptance of the design and subsequent construction of any local roads to be built by the project and then handed over to the authority to maintain, including the provision of funding and upgrade of facilities so that the Council's expenditure is minimised.
- **Active Travel:** The Council wants to be sure that high-quality provision is being made for cyclists, pedestrians and horse riders as part of the local roads to be handed over to the authority and to the surrounding communities, including design carried out to the latest relevant guidance (e.g. LTN1/20).
- **Climate Change and Carbon:** The Council declared a Climate Emergency in May 2019 and is responsible for an area which is overcommitted in terms of carbon. It has a policy in supporting both the move to Net Zero, whilst also supporting this major project, itself a large net future traffic generator. Members are requested to further consider how this project aligns with these priorities.
- **Traffic Management:** The traffic modelling that affects local roads is being reviewed to establish the impact on the Council's Highway Network, and controls on traffic routing during construction and protection of local communities as far as possible is being sought, a key lesson learnt from the A14 Project. An understanding of traffic re-routing after construction of the new road is also needed given the experiences with the A14, the significance of the Girton Interchange and the sensitivity of the villages along the A428.
- **Detrunking:** When the new A428 is completed, the Council will be required to adopt and maintain the existing trunk road, which will be downgraded. The Council wants to secure assurances about the condition of the road to be handed over, commitment to upgrading assets to an agreed condition and funding to maintain for a period of time, and other provisions including bringing the road to current design standards.
- **Strategic Transport Scheme Interface and Development Locations:** With the combination of the A428 dualling, the promotion of East West Rail and other strategic projects coming forwards principally as part of the Ox-Cam Arc, there are concerns about the new infrastructure bringing significant levels of development and where this may be located, in the absence of allocations in relevant Local Plans.
- **Archaeology:** The Council wants to secure appropriate archaeological investigation and reporting, commensurate with the scale of the project.
- **Digital Connectivity:** The Council is seeking the inclusion of a fibre backbone connection as part of the construction of the project.
- There are other issues also being discussed as part of the application including minerals and waste, Rights of Way, and air quality.

2.5 The programme for the Examination process will be set by the Planning Inspectorate but it

is likely to take place in late summer. Officers are working to review the application documents and identify areas that can be supported, or require further information or explanation, and to discuss these with Highways England. It is intended to bring a further paper back to Committee to provide a more detailed update and set out and seek agreement on the Council's formal position on the scheme for consideration by Members. This will then be represented at the Examination.

- 2.6 The next procedural step in the Development Consent Order process was the submission of Relevant Representations. These are a high-level summary of the areas that the Council wishes to discuss and agree with Highways England before the application can be fully supported at Examination. This will be followed by a full and written submission on key points, and the production of a Local Impact Report. To meet the demanding timescales of the Examination, this report seeks delegation to submit key documents in consultation with Chair and Vice-Chair. Members will be kept informed of progress with the discussion and agreement of key points, or identification of areas of difference between the Highways England and the Council.

Implications for Cambridgeshire

- 2.7 Following experience with the A14 scheme, the Council has supported the A428 project and has been working with colleagues at Highways England to understand and discuss the impact of the scheme, but has taken an approach to try and minimise the cost and liability impact on the Council with regards to any potential assets that will be constructed and handed over. The Council has asked for a binding legal agreement with Highways England to cover the highways design, adoption, and other matters, as well as provision within the legal text of the Development Consent Order itself. These matters remain outstanding at the time of writing.
- 2.8 The Council's position needs to be considered and established prior to the Examination, but it is probable that given the engagement to date and lack of visibility of the detail of the application, and the position of the Highways England team on key matters, that strong representations on many of the areas will need to be made. This will be required to protect the Council's position in terms of the assets to be inherited as part of the scheme, minimise the impact of the scheme on the surrounding local road network and secure the best possible scheme for the residents of Cambridgeshire.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

The impacts of the project during construction and on traffic movement when operational need to be understood in detail.

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

There are no significant implications for this priority.

- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
This project will improve connectivity significantly between St Neots and Cambridge, by replacing the existing road with dual carriageway, reducing congestion, drawing traffic away from the local road network and allowing for future traffic growth. It is however a major investment principally targeted at providing for journeys by car or HGV and will have implications for carbon generation. There will be landscaping, planting, and other measures included to mitigate the impact of the scheme.
- 3.5 Protecting and caring for those who need us
There are no significant implications for this priority.

4. Significant Implications

- 4.1 Resource Implications
Officer time will be required to review the application, work with Highways England, and prepare to represent the Council at the Examination. This will need to be supported by appropriate specialists and will add to budget pressure. This pressure is being looked at in more detail to provide an estimate of the resources required. It is expected that costs could be in the region of £100-200,000 and it is anticipated that some of this may be recoverable from Highways England, and that costs associated with the Council's statutory duties could be funded by Integrated Transport Block funding. More detailed estimated costs will be provided to Committee prior to the Examination commencing.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications within this category.
- 4.3 Statutory, Legal and Risk Implications
There are risks to the Council in taking on new assets to maintain if they are not in a good condition. However, as the Council supports the project there is an acceptance that new roads and the detrunked or existing A428 will become the Council's responsibility. Additionally, the traffic generated by the scheme will impact the Council's network and may lead to changes in travel patterns for both cars and Heavy Goods Vehicles.
- 4.4 Equality and Diversity Implications
There are no significant implications within this category
- 4.5 Engagement and Communications Implications
There are no significant implications within this category. There have been two rounds of Statutory Consultation led by Highways England.
- 4.6 Localism and Local Member Involvement
Local Members have been briefed on the scheme by Highways England, with support from Council officers. The Highways England team are planning briefings for Members in due course.
- 4.7 Public Health Implications
Public health implications need to be understood after a review of the scheme.
- 4.8 Environment and Climate Change Implications on Priority Areas

Note: The application is still being reviewed so an initial assessment only is provided here. The assessment may change when there is a fuller understanding of the content.

- 4.8.1 Implication 1: Energy efficient, low carbon buildings.
Positive/neutral/negative Status: Neutral
Explanation: No buildings are proposed as part of the project.
- 4.8.2 Implication 2: Low carbon transport.
Positive/neutral/negative Status: Negative
Explanation: Although electrification of vehicle transport is expected and supported by Government policy, constructing a new dual carriageway although available for use by buses will not cater exclusively for sustainable modes of transport, and will attract and create new traffic. There is provision as part of the project to deliver facilities for active travel users, although at this stage there are concerns whether this is of a suitable standard.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive/neutral/negative Status: Neutral
Explanation: The project will involve construction works but does propose landscape works and mitigation including tree planting. This impact is highly dependent on the issues raised in 2.1 – Biodiversity being satisfactorily resolved.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status: Neutral
Explanation: The construction will generate waste which will be subject to control through a management plan.
- 4.8.5 Implication 5: Water use, availability and management:
Positive/neutral/negative Status: Neutral
Explanation: Flooding and water management has been considered as part of the design of the scheme, which includes balancing ponds, consideration of climate change impacts and a Flood Risk Assessment.
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: Negative
Explanation: The scheme will generate additional traffic which will not be electric vehicles for some time. The assessment may show that although there is additional air pollution from traffic, in many instances it moves the traffic away from the existing communities along the current A428 alignment.
- 4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: Neutral
Explanation: No impact.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Haywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes or No
Name of Officer:

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

Have the equality and diversity implications been cleared by your Service Contact? Yes
Name of Officer: Elsa Evans

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

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

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

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

5. Source documents guidance

5.1 Source documents

Background information on the A428 Black Cat to Caxton Gibbet scheme is available from Highways England: [A428 Black Cat to Caxton Gibbet improvements - Highways England](#)

The full Development Consent Order is available on the Planning Inspectorate website: [A428 Black Cat to Caxton Gibbet Road Improvement scheme](#)

A428 Relevant Representations

Cambridgeshire County Council (CCC), Huntingdonshire District Council (HDC) and South Cambridgeshire District Council (SCDC) are reviewing the A428 Black Cat to Caxton Gibbet Development Consent Order Application (the Application) and believe that discussion, further information, and changes to the Application will be required in the areas set out below. This is based on the current understanding of the information and may be altered, added to or amended as the review continues and discussion with Highways England begins.

These are the combined representations of CCC, HDC and SCDC.

Note: CCC is submitting this response in advance of a Committee resolution but will be considering at the next Highways and Transport Committee.

Biodiversity

- There are concerns about the robustness of the baseline survey data. The Councils are seeking firm commitment to biodiversity net gain from an agreed baseline and measured using established methodology.
- The assessment of net gain and the total has not used standard methodology
- Changes to the proposed species mix and habitats in some areas may be required.
- Mitigation for impact to other habitats such as arable field margins needs to be discussed and agreed
- The Environmental Masterplan needs to be updated. It is currently incomplete, doesn't reflect general works arrangement and doesn't maximise biodiversity opportunities
- CCC requirements from other disciplines (e.g. requirement for underpasses / works to the local roads) will need to be incorporated into the ecological assessment
- The borrow pit remediation should be reconsidered to improve biodiversity
- Further consideration of the impact on Hen Brook and Wintringham Brook is required in terms of biodiversity and water quality.
- Some of the assessments of ecological impact do not present robust evidence to justify the predicted impact.

Landscape

- HE's commitment to timing of planting, and maintenance regime needs to be clarified
- Changes to some planting mixes and species may be necessary.
- Some areas (St Neots, Caxton-Toseland) are likely to need more landscape mitigation proposals.
- Limited connections are provided between some habitats (specifically near Hen Brook) and should be improved
- Hedgerows are not considered in the application and this is potentially a significant issue
- The borrow pit remediation should be reconsidered from a landscape perspective
- An agricultural mitigation strategy should be provided to clarify the removal and reinstatement of agricultural grade land

Noise

- Commitment to hours of operation of works, and monitoring during construction and operation is required
- Commitment to officer input and control during construction is required
- Cambourne West receptors have not been assessed
- Commitment to detailed local management plans required for specific areas is required
- Insufficient reasons have been given for the decision to discount mitigation at the eastern end of the scheme. Further explanation must be given and discussed with the Councils. Commitment is required for works not to start until certain conditions are met (i.e. affected properties insulated or residents relocated)

Air Quality

- The Summary report has been reviewed and currently it is not expected to be a significant issue, unless there are changes to the Transport Assessment
- Commitment to officer input and control during construction required

Contaminated Land

- Summary report reviewed, unlikely to be a material issue but commitment and further detail on approach to backfilling borrow pits required

Cultural Heritage

- Requirement for the joint authorities' archaeology brief to be fully integrated into the application
- Officers require agreement and approval of areas of the excavation strategy affected by an over-simplification of evaluation evidence
- Commitment that temporary works will not affect archaeological excavation areas
- Changes needed on applicant's objectives and methods for archaeological investigation and post excavation assessment
- Inconsistency of approach within the proposed scheme at specific areas e.g. land adjacent to Wintringham Scheduled Ancient Monument needs adjustment for clarification
- Consideration within the application of archaeology at affected watercourses required, key areas likely to be Hen Brook and Wintringham Brook
- Changes to the DCO application needed, to include mapping the archaeological investigation and protection areas on the General Arrangement drawings
- Engagement with CCC Museums Liaison Officer required for the Public Archaeology and Community Engagement Strategy
- Commitment to skills development and training in the area of cultural heritage

Minerals and Waste

- Insufficient detail exists on the borrow pits to meaningfully assess the proposals and impacts that will arise from them, including cumulative impacts and implications for wider specialisms such as cultural heritage.
- Clarity required on the restoration and biodiversity net gain benefits from the borrow pits
- Borrow pits have not been considered in cumulative assessment which is a potentially significant concern.
- The works and associated haul routes etc. need to be controlled properly from the outset. Changes to drafting and Requirements needed

Flooding and Drainage

- Lead Local Flooding Authorities (LLFA) are responding jointly to the application, noting that the Environment Agency's concerns are largely addressed
- Protective Provisions for CCC as Lead Local Flood Authority are required
- The dis-application of s23 of the Land Drainage Act 1991 has not been agreed
- CCC noted as maintaining ponds and outfalls although this hasn't been discussed and isn't agreed
- Preference for the design to include reed planting instead of treatment plants
- Design for watercourses and ponds needs early engagement as soon as possible
- There is a need to discuss and agree how much work will be using LLFA consenting routes
- Further consideration of the impact on Hen Brook and Wintringham Brook is required in terms of biodiversity and water quality
- Further evidence is needed to demonstrate there are no downstream flooding issues at Wintringham Brook
- Flood modelling impact on neighbouring communities needs to be updated and reviewed if changes are made to the scheme

Climate Change

- The authorities have concerns about the carbon and climate change impact of the project
- Impact of induced traffic potentially significant
- Clarity needed on conflicts within the documents (i.e. are EV in assessment)
- Impacts on neighbouring communities were raised in scoping but are not covered in the application
- 6th Carbon Budget and its assessment within the DCO application requires clarification and discussion
- The cumulative impact and relationship of the project with EastWestRail / other projects require clarification and discussion

NMU and Rights of Way

- Significant detailed design, routing, and procedural issues to discuss and resolve
- There is currently insufficient support for NMUs. The applicant needs to set out further consideration of the relevant policy requirements regarding supporting NMUs including Government Guidelines, the Cambridgeshire and Peterborough Local Transport Plan and Local Plan policies, which require new development to contribute to an enhanced transport network that supports an increasing proportion of journeys being undertaken by sustainable travel modes and seeks an proposal affecting a PROW or other formal NMU route to protect and enhance it.
- Changes to DCO proposals are required
- Some NMU provision is proposed to be downgraded, this hasn't been agreed
- Comments in work packages have not been addressed
- Generally, connectivity to local communities is poor
- There are unnecessary gaps in continuous route provision

Traffic Modelling

- Some routing in the base and forecast year models isn't realistic, insufficient information has been supplied to the transport authority to enable it to be checked
- Strategic model flows have been used to build the local junction models but these flows haven't been validated for this purpose
- Impacts of the scheme on particular areas of the local road network are of concern and need to be understood in more detail (specifically St Neots, Girton Interchange, Coton, others)
- Construction traffic flows need to be understood in more detail to assess impacts on local communities and the highway asset

Cycling

- LTN 1/20 compliance required for any asset to be maintained by, or handed over to CCC. A compliant route is required between Cambourne and St Neots
- Provision for users seems to be sub-standard with a lack of segregation and gaps in provision (for example at Eltisley)
- Crossings are not acceptable, specifically at A1198 where a grade separated crossing would meet LTN 1/20 guidance and an underpass for cyclists and pedestrians could also be used as a bat crossing.
- Eltisley Link North roundabout needs to facilitate cyclists who wish to continue north up the B1040 with a suitable transition from off to on road and be designed to slow traffic speeds.
- Lack of crossing facility on the old A428 between Abbotsley Rd and the proposed footway/cycle track on Toseland Rd
- The proposed footway/cycle track on the proposed bridge on Toseland Rd needs to allow for cyclists continuing north with a suitable transition from off to on road

- Lack of safe crossing facilities at New Cambridge Rd junction where the proposed footway/cycle track crosses the slip roads. The proposed bridge on the B1046 should have provision for cyclists and pedestrians to facilitate a future segregated route between the villages and St. Neots.
- Some provision for cyclists (Toseland Road) has been removed from the application

Highway Design

- An enforceable commitment from the applicant to Vision Zero is required
- Approval In Principle for highway design including Standards not yet agreed
- The submitted plans do not take account of the County Council's requirements regarding Local Road Highway Design Principles. As such the proposals include unnecessary Departures of Standard for carriageway widths/cross sections.
The principles to be applied in the design and construction of the Scheme's local roads within Cambridgeshire are as follows:
 - Consistent application of MCDHW standards and specifications
 - Full compliance with standards wherever possible, but departures from standard are not justified for carriageway width/cross section
 - The methods of highway drainage should be considered at the preliminary design stage
 - Holistic design approach is required to avoid unnecessary maintenance risk/cost to the County Council
- A lighting strategy is not in place and will be required to secure acceptable lighting design for both the new assets and those on the sections to be detrunked.
- Commitment to the principle that no street lighting assets should be older than 2 years old at the point of handover whether on new or detrunked sections is required.
- Detrunking and Assets requires extensive discussion
- Boundaries need to be defined, including the land to be handed over. In principle, CCC will not accept land that is not required for highways purposes.
- Changes to DCO drafting required to ensure appropriate protective provisions in relation to asset handover of local road network, NMU routes, and RoW
- Detrunking process as set out is unacceptable and requires changes to the drafting of the DCO to follow a process agreed with the Highway Authority. De-trunked roads should not be handed over to the Highway Authority until they are at a reasonable standard agreed with the Highway Authority.
- In particular the DCO should require either Protective Provisions with regard to Highway matters, or entry into an agreement as to handover of new and de-trunked roads. The agreed Handover Plan and Legal Agreement to be required under the DCO
- Numbering of detrunked roads needs to be included within the application

Highway Network Impact

- Impact on network from construction traffic and re-routing needs to be understood and how any adverse impacts will be mitigated
- Proposals in the DCO relating to Traffic Manager responsibilities are unacceptable and will require redrafting to allow for an agreed process
- Permitted construction network routes need to be revised and the restrictions clarified
- Effective ways of measuring and managing temporary traffic diversions need to be secured
- More information required on the construction programme and timings for closures

Digital Connectivity

- The Councils request that the opportunity is taken as part of this major investment to install a fibre backbone along the route to enable connectivity along the corridor

Other Matters

- There has been no discussion to date of Development Consent Obligations
- There is no provision or discussion of a legal agreement or Protective Provisions covering Highway matters although this has been requested
- There has been no discussion to date of the detail of drafting in the DCO
- There has been limited discussion to date of matters for the Statement of Common Ground
- Finally agreement in principle is required in the following areas, followed by agreement and execution of a detailed legal agreement as part of the DCO as referred to above and specifically covering:
 - Commuted sums
 - Remedial maintenance of local highway assets impacted by the project
 - Adoption of assets
 - Funding to cover resource costs in the development of the scheme and ongoing matters via a Planning Performance Agreement or other mechanism
 - Commitment to minimise cost pressure on the Cambridgeshire Local Authorities

East West Rail Company non-statutory consultation

To: Highways and Transport Committee

Meeting Date: 22 June 2021

From: Assistant Director, Growth and Infrastructure

Electoral division(s): St Neots East & Gransden, Cambourne, Hardwick, Papworth & Swavesey, Sawston & Shelford, Trumpington, Queen Edith's, Petersfield and Romsey divisions (the discounted northern approach to Cambridge additionally passes through Bar Hill, Histon and Impington, Waterbeach, Kings Hedges, Chesterton and Abbey)

Key decision: No

Forward Plan ref: N/A

Outcome: To agree the County Council's response to the non-statutory consultation by the East West Rail Company on various matters on the route between Oxford and Cambridge, including on route alignment options between Cambridge and Bedford.

Recommendation: Members are requested to:

- a) Approve the consultation response appended to this report
- b) Delegate to the Executive Director Place and Economy, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, the authority to agree any changes to the report following discussion at committee.

Officer contact:

Name: Jeremy Smith
Post: Group Manager, Transport Strategy and Funding
Email: jeremy.smith@cambridgeshire.gov.uk
Tel: 01223 715483

Member contacts:

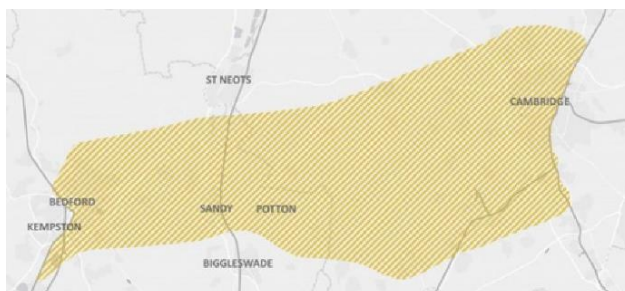
Names: Councillor Peter McDonald / Councillor Gerri Bird
Post: Chair / Vice Chair, Highways and Transport Committee
Email: peter.mcdonald@cambridgeshire.gov.uk / gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

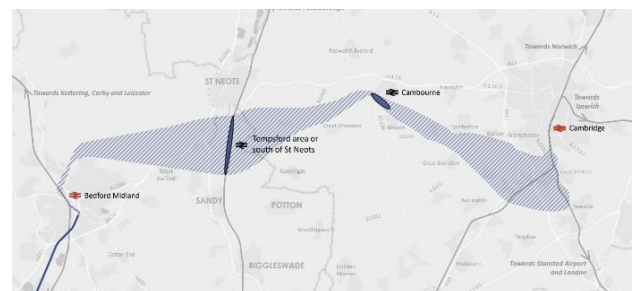
- 1.1 East West Rail (EWR) is a strategically important rail route connecting Norfolk and Suffolk (the Eastern Section), with Cambridge and Bedford (the Central Section) and beyond to Oxford and the South West (the Western Section). The East West Rail Consortium, of which the Council is a member, has been campaigning for EWR since 1995.



- 1.2 In the period to 2018, the consortium worked with Network Rail to develop proposals for the route, and in 2017 Network Rail identified a broad route corridor for the Central Section. In 2018, the Department for Transport created the East West Railway Company (the Company) to take forward works to implement the Western Section and to develop proposals for the Central Section between Bedford and Cambridge. Following a public consultation in early 2019, a narrower route option between Bedford, Camboorne and Cambridge was selected by the Company for further development.

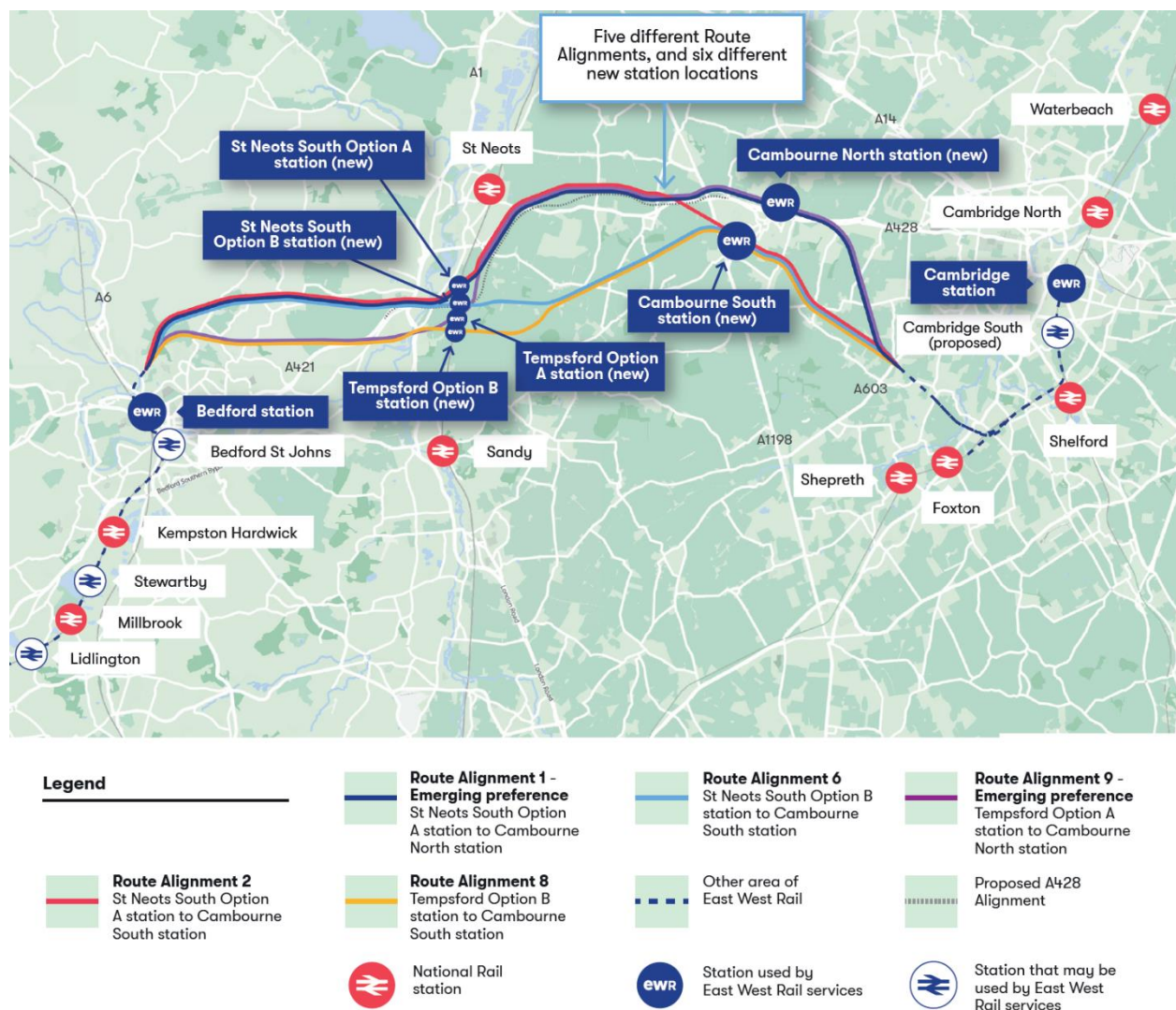


2017: Route Corridor C selected



2019: Route Option E selected

- 1.3 On 31st March 2021, the Company launched a ten-week consultation (see <https://eastwestrail.co.uk/consultation>) covering the overall customer experience and railway operations for EWR, as well as a range of infrastructure proposals, including potential route alignments for the Central Section between Bedford and Cambridge, as shown on the plan below.



2021: Consultation on Route Alignments

- 1.4 The consultation closed on 9 June 2021, but an extension to the deadline to allow for the County Council's response to be considered by the Highways and Transport Committee at this meeting has been agreed with the Company.
- 1.5 The current consultation also covers issues relating in detail to the Western Section of EWR between Oxford and Bedford. Separate work is being undertaken by the East West Rail Consortium to develop the case for the Eastern Section of EWR between Cambridge, Ipswich and Norwich; this work is not covered by this consultation.
- 1.6 This consultation is the second non-statutory consultation on the proposals for the Central Section and provides an opportunity for comments to inform the further development of proposals as they are worked up in more detail. Following the consultation, a route alignment will be chosen, and this will be presented to the public alongside other parts of the project, including the proposed design, in a statutory consultation. A summary of the development stages of the Central Section can be viewed at [Development Stages Central Section](#).

2 Main Issues

- 2.1 A draft response to the consultation is included in Appendix 1 to this report. The response to the consultation from England's Economic Heartland is included in Appendix 2. The following paragraphs discuss a number of the key points in the draft response.

The approach to Cambridge

- 2.2 While the preferred Route Option selected in 2019 enters Cambridge from the south, the Company has undertaken additional work looking further at the option of entering Cambridge from the north (see Appendix F to the Consultation Technical Report at [Consultation Technical Report](#), pages 44 to 103). This work provides additional information on the practical, financial, operational and environmental factors associated with this.
- 2.3 In its response to the 2019 consultation the County Council supported the Central Section entering Cambridge from the south and provided commentary on the reasons for this:
- A route option entering Cambridge to the north would involve significant additional route miles, and significant additional cost over and above the route options presented in that consultation.
 - Journey times on the EWR central section would be longer than for the route options presented in that consultation.
 - The ability of EWR services to effectively serve the planned Cambridge South station and provide for the very significant planned economic and housing growth in the south of the city including at the Cambridge Biomedical Campus would be significantly reduced if the central section entered Cambridge from the north.
 - The central section is a part of the longer EWR route linking East Anglia to Central, Southern and Western England. An option that required trains entering Cambridge from the north to reverse at Cambridge or Cambridge South to travel onwards to Ipswich or Norwich would add to journey times on EWR services.
 - There would be additional costs to provide capacity through Cambridge over and above that required to cater for the five options presented in the (2019) consultation, as trains making onward trips onto the eastern section would need to make two movements through Cambridge rather than one.
 - Public transport infrastructure provision is already in place or planned to address the needs of housing and economic growth north and northwest of Cambridge that could be served by a route that entered Cambridge from the north.
- 2.4 From the further assessment work undertaken by the Company, officers would note that:
- An approach to Cambridge from the north would have 4.7 km of route length in flood zones, compared to 0.8 km for an approach from the south, and would require 3.4km of viaduct, compared to 1.1km for an approach from the south.
 - An approach to Cambridge from the north would require widening of the railway to four tracks between the junction east of Milton and Cambridge Station. This would require:
 - The demolition of at least forty residential and commercial properties (compared to five for the southern option).
 - Land on Stourbridge Common / Ditton Meadows and Coldhams Common. (The southern approach would require land from the Clay Farm Green Corridor).

- The replacement of the bridges taking the A14 trunk road, the A1303 Newmarket Road, Coldhams Lane and Mill Road over the railway (while the southern approach would require the replacement of the bridge taking Long Road over the railway).

2.5 On the basis of the additional work, the Company has confirmed its view that the northern approach does not provide the same level of benefits as a southern approach.

Section D: Clapham Green to The Eversdens

2.6 The Ministry of Housing, Communities and Local Government is undertaking work to consider development over and above that included in current and emerging Local Plans in the Ox-Cam Arc. Officers do not consider that there is sufficient information available on the location and quantum of this growth to make any solid recommendation on alignment of EWR between Clapham Green and the Eversdens.

2.7 It is therefore suggested that the Council's consultation response sets out some principles that it believes should guide the selection of a preferred route alignment. These are detailed in paragraph 3 of the draft response in Appendix A.

2.8 In addition to the lack of detail on growth locations, officers would particularly draw attention to the need for further detail on how the alignments will address the impacts on local communities and on the environment, including noise and visual impacts, and to avoid severance between communities by all modes of transport and especially for pedestrians, cyclists, and equestrian users. More detail is needed on how Alignments 1 and 9 would cross the A428 and the Bourn Airfield site and pass through Highfields Caldecote.

Section E: Harlton to Hauxton

2.9 This section of the route will pass close to the villages of Harlton, Haslingfield and Harston, and increase use of the Shepreth Branch past Hauxton and Little Shelford. The route is likely to be in a deep cutting at Chapel Hill for most of the alignment past Haslingfield, which should help minimise noise impacts.

2.10 The consultation states that the next stage of work will involve further consideration of:

- Noise and visual impacts on Harston and surrounding communities.
- Impacts on the nearby ancient woodland.
- How to address severance issues on Station Road between Harston and Newton, including a replacement route between Newton Road and the A10 Royston Road.

2.11 The preferred option for the route alignment in the Harston area would realign the existing Shepreth Branch to the east, slightly further away from Harston, and provide a grade separated junction with EWR. This would minimise the impacts on properties and woodland and minimise disruption during construction. However, as the junction is likely to be grade separated, there is likely to be at least one track at a higher level.

Section F: The Shelfords to Cambridge station

2.12 The existing Hauxton Road level crossing on the line between Little Shelford and Hauxton may need to be closed; this will be assessed in detail at the next stage of design.

- 2.13 A decision has not yet been made on whether the junction of the Shepreth Branch with the West Anglia Main Line would be at grade or grade separated, but it is not currently envisaged that either option would require the acquisition of residential properties in Great Shelford.
- 2.14 EWR will necessitate the railway between the Shepreth Branch junction and Cambridge Station being widened to four tracks. The Cambridge South Station will widen the route at that station. The four tracking will require the bridge taking Long Road over the railway to be lengthened to accommodate the new tracks.
- 2.15 Two additional through platforms will be required at Cambridge Station, and it is possible that a third additional platform will be needed. These platforms are likely to be on the east side of the station. The opportunity should be taken to provide an eastern access to the station as part of the works to provide the new platforms. A second footbridge is likely to be needed.

3 Alignment with corporate priorities

3.1 Communities at the heart of everything we do

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

- The proposals will provide transport options for people travelling locally between stations in Cambridgeshire, for work and leisure trips.

3.2 A good quality of life for everyone

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

- Whichever route alignment is chosen will pass close to some communities in Huntingdonshire, South Cambridgeshire and Cambridge, and impacts on those communities will need to be minimised and mitigated.

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

There are no significant implications for this priority.

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

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

- The proposals will improve connectivity within Cambridgeshire and to destinations in south, west and central England.
- Providing for trips by rail will have a lower carbon impact than providing for those trips on the road network.
- The Council is seeking a commitment from the East West Rail Company to double nature.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4 Significant Implications

4.1 Resource Implications

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

- Staff resource and external support will be needed to engage with the East West Rail Company as the scheme is developed, and through the Development Consent Order Inquiry process. Agreements will be put in place with the East West Rail Company to cover pre-inquiry costs but there may be some costs through the Inquiry process.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- Any consultancy support required will be procured in a compliant process, there are no other procurements envisaged.

4.3 Statutory, Legal and Risk Implications

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

- The Council is a statutory consultee in the development consent order process.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

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

- This consultation is the second non-statutory consultation on the proposals. A third, statutory consultation will take place on the selected route proposal prior to the submission of the Development Consent Order application by the Company.

4.6 Localism and Local Member Involvement

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

- Officers will continue to engage with Local Members with wards impacted by the proposals as the development of the proposals continues.

4.7 Public Health Implications

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

- Increased connectivity increases productivity, employment etc. which in turn can lead to improved health outcomes at both individual and population levels.
- Needs to be part of a joined up sustainable transport network
- Support train rather than individual car journeys, and electric / non diesel traction to minimise health impacts due to poor air quality
- A full Health Impact Assessment will be needed as part of DCO application and detailed comments would be made then.

- 4.8 Environment and Climate Change Implications on Priority Areas:
- 4.8.1 Implication 1: Energy efficient, low carbon buildings.
Positive/neutral/negative Status: Positive
Explanation: Neutral / Positive. While details are to be confirmed, it is expected that the station buildings on the Central section of East West Rail will be low carbon.
- 4.8.2 Implication 2: Low carbon transport.
Positive/neutral/negative Status: Neutral / Positive
Explanation: This is a process paper. Any implications identified in scheme development work will be addressed in future reports to this Committee, and by the detailed environmental assessment work that will be undertaken to inform the DCO process. However, officers would note that CO2 emissions associated with rail transport per passenger mile, and by tonne of freight per mile are significantly less than those associated with the equivalent trips by road, and this holds true for both electric and diesel traction.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive/neutral/negative Status: Neutral
Explanation: This is a process paper. Any implications arising from strategy or scheme development work will be addressed in future reports to this Committee, and by the detailed environmental assessment work that will be undertaken to inform the DCO process. There is an expectation that schemes of this nature should mitigate their impacts in these areas, and the Council is seeking a commitment from the Company to double nature.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status: Neutral
Explanation: This scheme should not impact on waste management operations or generate plastic pollution.
- 4.8.5 Implication 5: Water use, availability and management:
Positive/neutral/negative Status: Neutral
Explanation: The Council will work the applicant to identify impacts of the scheme and agree appropriate mitigation.
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: Neutral
Explanation: Neutral. Rail travel generates less pollutants per passenger mile or per tonne per mile of freight than the same journeys by road. Detailed assessment of air quality impacts will be undertaken as part of the Environmental Assessment of the scheme. The Council and partner councils are seeking a commitment to deliver electrification of the route from day one of operation.
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: Neutral
Explanation: There are not envisaged to be any impacts in this area.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

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

Name of Officer: Jeremy Smith

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

Name of Officer: Sarah Silk

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

Name of Officer: Jeremy Smith

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

Name of Officer: Iain Green

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

Name of Officer: Emily Bolton

Source documents

Consultation webpage: <https://eastwestrail.co.uk/consultation>. Electronic copies of documents also available from Transport Strategy and Funding Team at Cambridgeshire County Council.

Appendix 1 Draft Consultation Response

Making Meaningful Connections: East West Rail Company consultation, March – June 2021 Response of Cambridgeshire County Council 22 June 2021



1. Cambridgeshire County Council welcomes and supports the ongoing work to develop and deliver the East West Rail route, providing a strategic rail corridor between the East of England and central, southern and western England for both passengers and freight. The route should be transformational, shortening many rail journeys, providing new travel choices for many trips, taking pressure off rail lines into London, and reducing carbon emissions from the transport sector.
2. The Council endorses the response of England's Economic Heartland to the consultation, and the overarching requirements set out in that response, which are:
 - a) Continued support in principle for the development and delivery of the proposals required to restore the rail link between Oxford and Cambridge
 - b) The importance of high quality and environmentally sensitive design
 - c) A commitment by Government to deliver East West Rail section must include a commitment to fund the delivery of complementary improvements in local connectivity
 - d) The section between Bletchley and Cambridge should be designed to enable delivery of the full of the East West Main Line proposal
 - e) The section between Bletchley and Cambridge should be delivered as electrified infrastructure
 - f) The section between Bletchley and Cambridge should be delivered as a digitally enabled infrastructure corridor
 - g) The design of the Bletchley and Cambridge section must incorporate lessons learnt during the delivery of the Bicester to Bletchley section
 - h) The design of the Bletchley to Cambridge section must be capable of accommodating rail freight services
3. Expanding on the EEH requirements noted above, the Council would request the following principles / requirements are taken account of as further work is undertaken to develop the proposals Central Section between Bedford and Cambridge.

A Strategic Railway

- The East West Rail Central Section should be considered as part of the longer East of England to central, southern and western England route, and account for the need for services to continue to Ipswich and Norwich.
- Scheme design and service specification should allow for a flexible mix of fast inter-regional and local stopping passenger services, and for freight services.

Growth

- The East West Rail Central Section should support growth and enable sustainable transport patterns to be realised from that growth. The detailed alignment of the Central Section should be considered alongside the consideration of appropriate locations for growth in the Ox-Cam Arc, and the appropriate scale of that growth.
- The strategy for station provision on the Central Section must be informed by the

consideration of appropriate locations for growth.

Carbon

- East West Rail should be electrified between Bletchley and Cambridge and contribute to the decarbonisation of the transport sector from day one of operation, contributing to the achieving of net zero carbon emissions by 2050.
- The East West Rail Central Section should have active provision for electrically powered freight services, including track capacity to enable freight operation without adversely impacting on passenger timetables.

Environmental / Social impacts

- East West Rail should double nature to offset adverse construction impacts.
- Scheme design and alignments should minimise and mitigate adverse impacts on existing communities, and avoid or mitigate the severance of links between those communities.

Integration and connectivity

- East West Rail stations should be designed to facilitate interchange with local public transport services and with the Cambourne To Cambridge Better Public Transport Project.
- High quality pedestrian and cycle links meeting the standards set out in LTN 1/20 should be provided between Central Section stations and existing settlements, or adequate funding for such provision made available to the Council.
- Station access should allow for the interception of trips on the Strategic Road Network, particularly for journeys to and from Cambridge.

4. The following paragraphs set out the council's detailed comments on the route options in Cambridgeshire.

The approach to Cambridge

5. The Council notes the additional work undertaken on the option of entering Cambridge from the north, and the conclusions drawn by the East West Rail Company that it would result in higher costs and lower passenger benefits. The Council would ask that further details be made available by EWR to the public on the basis for its decision on the preferred access.

Section B: Bletchley and the Marston Vale Line and Section C: Bedford

6. The Council agrees that very significant investment is needed in the Marston Vale Line to ensure that overall EWR service provision is reliable and that journey times are minimised on the longer route. We support the commentary in the consultation response from England's Economic Heartland on the Marston Vale Line and on the section of the route through Bedford.

Section D: Clapham Green to The Eversdens

7. The Council considers that there is insufficient information available with regard to the location and quantum of future housing and economic growth for it to fully endorse a single Route Alignment for the Central Section between Clapham Green and the Eversdens at this time. The Ministry of Housing, Communities and Local Government (MHCLG) is undertaking work to consider further development over and above that included in current

and emerging Local Plans in the Ox-Cam Arc. The final choice of route alignment and station locations in the St Neots / Tempsford area and in the Cambourne area must be informed by and inform the consideration of the location and quantum of any future growth by MHCLG.

8. Based on our initial assessment of the consultation material and of environmental and heritage constraints, Route Alignments 1 and 9 are likely to have fewer negative implications for ecology, green infrastructure and heritage assets than Route Alignments 2, 6 and 8.
9. We would draw attention to the following areas where we need more information or have identified issues that will need to be addressed as the scheme is taken forward.

St Neots South / Tempsford area

10. The location and quantum of growth in this area is fundamental to the choice of route option between Bedford and the East Coast Main Line, and to the location of the proposed interchange station. It is not certain at this point in time that a station on the East Coast Main Line would be located optimally to serve new development to the south / south east of St Neots or in the Tempsford area, and consideration of options for an additional station should be kept open should the growth context support this.
11. Route Alignments 1, 2 and 9 are routed between the old A428 and the proposed alignment of the new A428 to the east of St Neots and pass close to the Wintringham Park development, which is delivering around 2,800 homes. A station on the East Coast Main Line to the south is relatively poorly located for access from this site, and the opportunity to provide a station in this area should be considered if these Route Alignments are taken forward.

Cambourne area

12. The County Council notes the initial view from South Cambridgeshire District Council that growth immediately to the south of a Cambourne South station would be likely to be less favourable than growth to the north of Cambourne, due to the nature of the landscape and the location relative to existing villages. However, as they note, more information is needed on the scale and nature of development to confirm this assessment.
13. A station at Cambourne South (Route Alignments 2, 6 and 8) would have good accessibility from the existing settlement of Cambourne. However, a station at Cambourne North (Route Alignments 1 and 9) would be separated from the existing settlement and from the consented Bourn Airfield settlement by the A428. Significant investment will be needed to allow for access from Cambourne to a Cambourne North station by pedestrians and cyclists. In a similar context, a station at Cambourne must be linked to surrounding villages.
14. Alignments 1 and 9 via a station at Cambourne North are shown cutting across the north east corner of the Bourn Airfield site, and through Highfields Caldecote on a viaduct and embankment. The Bourn Airfield site has resolution for planning consent (subject to completion of a S.106 agreement) for a settlement of 3,500 dwellings. At Highfields Caldecote, the alignment crosses a consented residential development site. Detail of how Route Alignments 1 and 9 would impact on the development of Bourn Airfield and Highfields Caldecote is needed.

15. If route alignments 1 or 9 are ultimately selected, consideration should be given to either tunnelling or putting the route in cutting under the A428 and across the Bourn Airfield site and under Highfields Caldecote. Consideration should also be given to a station serving Bourn Airfield directly, which might add value to the development rather than just add costs and take land.

Section E: Harlton to Hauxton

16. Cambridgeshire County Council supports the emerging preferred option for the Hauxton junction, as it would minimise the impacts on properties and woodland, move the existing railway further from Harston and reduce noise impacts, and would minimise disruption of existing rail services during construction. The Council appreciates that a grade separated solution is highly desirable in operational terms, but wishes to highlight the need for detailed consideration of noise and visual impacts of such provision in the development of more detailed options.
17. The new rail junction at Hauxton would sever the Station Road / Newton Road between Harston and Newton. Pedestrian and cycle access between the villages must be maintained on the current alignment as a minimum. Options for maintaining vehicular access should be discussed with the County Council.
18. Paragraph 10.3.8 of the Consultation Technical Report notes as a key advantage in relation to the use of the Shepreth Branch, that *"This option should not require widening of the existing two track corridor beyond the junction resulting in a smaller footprint and acquisition of fewer properties."*
19. The County Council welcomes this assessment, as it will limit the impact of the EWR route through Great Shelford. However, we are aware that the Shepreth Branch currently caters for six trains an hour in each direction, and that timetabling of these different services into Cambridge can be challenging. There are no opportunities for faster trains to pass stopping services on the Shepreth Branch, and this constraint impacts on the timetabling of services on the East Coast Main Line and the West Anglia Main Line. While we note and agree with the advantages detailed in paragraph 10.3.8, it must be ensured that the addition of East West Rail services onto this busy section of railway does not lead to increased journey times or timetabling problems for existing services on the Shepreth Branch.

Section F: The Shelfords to Cambridge station

20. The consultation states that the existing Hauxton Road level crossing on the line the between Little Shelford and Hauxton may need to be closed and that this will be assessed in detail at the next stage of design. If the crossing was not closed it would be likely to see significantly more barrier down time than is the case today, as the number of trains on the route would increase from six to eleven an hour in each direction with East West Rail. The Council considers that it is highly likely that a replacement bridge or bridges over the railway for vehicular traffic and pedestrians and cyclists will be needed.
21. East West Rail will necessitate the railway between the Shepreth Branch junction and Cambridge Station being widened to four tracks. Cambridge South Station will widen the route at the station. The four tracking will require the bridge taking Long Road over the railway to be lengthened to accommodate the new tracks. Long Road is part of the

Cambridge Ring Road, and the East West Rail Company will need to ensure that the works to replace the bridge are managed to minimise disruption on the local transport network.

22. Two additional through platforms will be required at Cambridge Station, and it is possible that a third additional platform will be needed. These platforms are likely to be on the east side of the station. The opportunity should be taken to provide an eastern access to the station as part of the works to provide the new platforms. It must be ensured that sufficient space for passenger circulation and platform access is provided, and a second station footbridge is likely to be needed.

Vertical alignments

23. In several areas, but particularly between Cambourne and Harston, the Route Alignments are shown with very significant lengths of high embankment and viaduct. In some cases, this is to cross water courses and in others it appears to be to pass over roads.
24. The Council appreciates the engineering challenges associated with a railway and the shallow gradients required compared to a road. However, the visual impacts of the embankments and structures is likely to be considerable and there are likely to be greater noise impacts compared to alignments that are at-grade or in cuttings. As proposals are refined, opportunities to reduce these impacts should be considered in detail and discussed with the County Council where it affects our infrastructure.

Interaction with infrastructure being developed by the Greater Cambridge Partnership.

25. Comments from the Greater Cambridge Partnership (GCP) are appended to this response, focussing on the interaction of the East West Rail Central Section with their programme, particularly with the Cambourne to Cambridge and Cambridge South East Transport projects. Cambridgeshire County Council supports these comments and would emphasise the need for effective co-ordination between the East West Rail Company and the GCP to ensure that the interfaces between the projects in their design and delivery phases are managed effectively.
26. We would also emphasise the opportunity for a multi-modal interchange at the Cambourne station allowing passengers on East West Rail direct, fast access to parts of west Cambridge and the city centre that are not directly served by rail.

Interaction with Local Roads and Public Rights of Way (PROW)

27. It is vital for rail scheme promoters to consult with the County Council's Highways Service early and extensively to agree workable solutions and help minimise objections. For the EWR central section the number of roads and PROW affected is large and will require a great deal of work to assess the impact and potential solutions.
28. The EWR Company is therefore strongly advised to consult the County Council as early as possible in the next stages of work to develop the scheme to discuss the impacts of the Route Alignments in detail, and what mitigation or form of compensation is needed as the scheme is developed further, and certainly prior to the formalisation of any proposals. The EWR Company will need to agree with the County Council a plan for approval of changes to the highway network, including the handover of all relevant asset information in order to

enable the Council to update its legal records and undertake ongoing maintenance. Commuted sums for the future maintenance of new highway infrastructure will be sought by the Council.

Local Roads

29. Early discussion of the proposed changes to the local transport network with Cambridgeshire County Council as Highway Authority and the Cambridgeshire and Peterborough Combined Authority as Transport Authority will be needed.
30. Any changes proposed to the road network as a result of the central section of East West Rail will need to consider the potential future use of the network in the affected areas, as well as immediate short term impacts. The County Council's Highway Asset Management Strategy and Highway Operational Standards can be viewed at <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/highway-policies-and-capital-maintenance-programme/>.

Public Rights of Way

31. The five Route Alignments Central Section intersect with numerous routes of the Public Rights of Way (PROW) network. As the Highway Authority, Cambridgeshire County Council is the statutory body with responsibility for maintaining these PROW and the legal records related to them, in the form of the Definitive Map and Statement. The proposed works will severely impact upon the PROW network in the specified development corridor.
32. In accordance with the County Council's Rights of Way Improvement Plan (ROWIP) (see <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan/>) and the Cambridgeshire Health & Well-Being Strategy (see <https://cambridgeshireinsight.org.uk/jsna/health-and-wellbeing-strategy/>), the Council's approach is that:
 - It will seek to ensure that countryside access provision is not damaged by new development, and that, where possible, it is enhanced for the physical and mental well-being of communities.
 - In principle, public rights of way should remain open on their existing alignment, and diversion or extinguishment will only be considered where it can be demonstrated that there is no alternative.
 - Any routes that are proposed for diversion or extinguishment will require appropriate mitigation proposals (including consideration of convenience of users and enjoyment).
 - In addition, enhancements to the PROW network should be provided where possible both to help mitigate any losses, and to make use of the development as an opportunity to bring benefit to local communities, e.g. through upgrading the status of a right of way to bridleway for more inclusive access by equestrians and cyclists.
33. Guiding Principle 3 from the ROWIP states that:
34. *"New development should not damage countryside provision, either directly or indirectly. New settlements should be integrated into the rights of way network, and improved provision made for the increased population. Where appropriate, development should contribute to the provision of new links and/or improvement of the existing rights of way network."*

Climate Change

35. The County Council agrees with the following commentary on climate change made by South Cambridgeshire District Council and considers that the Central Section should be delivered with electrification from the outset.

Climate Change Targets

36. Whilst the consultation material makes a number of high-level commitments to reducing the climate impacts of the scheme, on the whole it is considered that the proposals are currently lacking in clear and measurable targets related to climate change and carbon reduction, and there are a number of inconsistencies throughout the consultation materials.
37. The Government has just accepted the Committee on Climate Change's recommendations for the Sixth Carbon budget, which sets an extremely ambitious carbon reduction target for a 78% reduction in emissions by 2035 in order for the UK to be on target to achieve net zero carbon by 2050. This new target will become enshrined in law by the end of June 2021. It will be vital that the proposals that come forward for East West Rail are in line with this carbon budget, including the assessment of the significance of effects as part of the EIA process.

Electrification of the Rail Network

38. The consultation documents make a number of high-level commitments including that the scheme will aim to deliver a net zero carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national and local level. Paragraph 3.9.2 of the technical document goes on to state that 'the use of diesel-powered trains is not a project objective'. This is incompatible with the Programme Wide Output Specification (PWOS) contained within the appendices to the technical document, which states (at Section 5.1.9.1) that 'the railway shall not at this point in time be electrified'.
39. In making their recommendations to Government on the Sixth Carbon Budget, the Committee on Climate Change included recommendations that continued electrification of the rail network, together with hydrogen, battery-electric and hybrid trains, will play a significant role in meeting the sixth carbon budget. To meet the ambition set out in the Committee's carbon reduction scenarios, rail will need to be decarbonised further, with gradual electrification up to 55-60% of the network by 2050. Their recommendation was that 'Government should set out a clear vision to deliver Net Zero in rail and support Network Rail in delivering the target to remove all diesel trains by 2040. This is expected to cover a mix of zero emission technologies (e.g. battery-electric, hydrogen and track electrification). The strategy should be published by 2021 as recommended by the National Infrastructure Commission'. The Council considers it imperative that the proposals for East West Rail are compatible with this recommendation.
40. The sixth carbon budget cannot be met unless all new railway infrastructure is electrified at the point of construction. The statement in Section 5.9.13 of the PWOS that 'all new or renewed infrastructure shall be made compatible with positive passive provision of future electrification' is not considered to go far enough to meet this commitment.

41. We are also disappointed that the scheme does not make a clear target to rule out diesel powered EWR services or freight services and recommend that the PWOS be updated to commit to electrification from the outset. To fail to do so would not be compatible with the UK's legally binding carbon reduction commitments and could open up the project to legal challenge on climate change grounds.
42. While it is outside the scope of the current Central Section scheme, for electric traction freight services to use East West Rail there is a need for the earliest possible electrification of the route between Cambridge, Ipswich and Felixstowe / Harwich.

Ecology and Green Infrastructure

43. In the 2019 consultation the county council provided the following commentary on Ecology and Green Infrastructure:

"It is essential that proposals protect and enhance sites, habitats and species of biodiversity value, including those of local importance (e.g. priority species / habitats, County Wildlife Sites and Cambridgeshire & Peterborough Additional Species of Interest). Best practice mitigation hierarchy should be followed, with the route avoiding the greatest impacts on biodiversity selected, with any residual impacts minimised and adequately mitigated.

This scheme, along with other infrastructure and housing development within Cambridgeshire, will cause significant fragmentation of the landscape and result in isolation of biodiversity assets. It is critical, in line with the National Planning Policy Framework, that the scheme seeks to establish coherent ecological networks that are more resilient to such pressure – including protect and buffer existing wildlife sites, extending existing networks of natural habitats and enhancements for species / habitats of local interest.

It is essential, in accordance with National Planning Policy Framework, that the scheme seeks to deliver biodiversity net gain which contributes to county-wide strategies / projects, including:

- *Cambridgeshire Green Infrastructure Strategy;*
(<https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>)
- *Wildlife Trust's Living Landscape Project (e), including West Cambridgeshire Hundreds and Cambridgeshire Chalk* (<https://www.wildlifebcn.org/living-landscapes>); and
- *Cambridgeshire and Peterborough Habitat Opportunities map*
(<http://www.cpbiodiversity.org.uk/wp-content/uploads/2018/08/Cambridgeshire-habitat-mapping-final-report-FINAL.pdf>)"

44. We would further note that Cambridgeshire is one of the most biodiversity deprived counties in the country, with many of Cambridgeshire's wildlife sites, habitats, and species in decline as a result of pressure from development, intensive agriculture and climate change. Transport schemes can have significant impact on wildlife as a result of carving-up the landscape, leaving small isolated pockets of wildlife, which are vulnerable to change. It is therefore important to consider opportunities to best protect and enhance the fragments of wildlife that remains.

45. In this context, in Cambridgeshire, route Alignments 1 and 9 provide the best opportunity to protect the county's biodiversity assets, as they follow the route of existing infrastructure (e.g. alignment of the old / proposed new A428) so that only a single transport corridor is created across the landscape. Route Alignments 1 and 9 are also further away from the rare Barbastelle Bat maternity colony at the Wimpole and Eversden Woods Site of Special Scientific Interest, which is of international importance for its bat population.

Flood Risk Management

46. The route options to the north via Cambourne and south via Bassingbourn pass through areas with significant flood risk. It is essential that the scheme considers the risk from all sources of flooding (i.e. including risk from surface water runoff, ordinary watercourses and groundwater as well as main rivers) and avoids or manages the risks appropriately.
47. Where possible, in line with the National Planning Policy Framework, the scheme should explore opportunities to provide a reduction in flood risk to existing communities as well as ensuring that the route itself is sustainability designed. This could include exploring the use of natural flood risk management solutions on a catchment scale, providing betterment along the corridor. This would also enable a more holistic approach to managing the corridor environment integrating green infrastructure, biodiversity and flood risk management measures. Taking this kind of approach might also enable external funding and contributions to be drawn in from partners to support the delivery of high quality infrastructure.
48. All of the proposed routes would require the crossing of a number of watercourses. These watercourses form an essential part of water level management across Cambridgeshire and the wider catchment. Therefore consultation with Cambridgeshire County Council should be undertaken to ensure any crossings are designed appropriately and sustainably. The consent of the Council is required before changes can be made to the watercourses.

Annex 1: CCC Historic Environment Team commentary on route options

The comments below relate to the Route Alignments as they impact on Cambridgeshire.

Map Review: Clapham Green to The Eversdens

Route 1 (dark blue) and **Route 9** (purple) follow the corridor of the new A428 road line, restricting further impacts to the historic environment resource and to Huntingdonshire and South Cambridgeshire's rural landscape. This corridor has already been subject to archaeological evaluation so a broad understanding of the archaeological character of the area has begun to be established. These routes avoid most statutory historic environment designations, areas of Scheduled Monuments and Conservation Areas. Non-designated heritage assets are present according to the Cambridgeshire Historic Environment Record (CHER), for which mitigation solutions, including route realignments to avoid large known archaeological sites, might be possible. They avoid affecting the landscape between Kingston and Toft and avoids areas of extensive archaeological sites (mapped from cropmarks on aerial photographs) – particularly around the Bourn Brook. These route alignments have a relatively lighter impact on historic environment resources in Cambridgeshire and are preferred by the Historic Environment Team.

Route 2 (red) heads to the Bourn valley (Bourn Brook) and would despoil a historic intersection of parishes at a sensitive area of the river valley. It would also affect Conservation Areas in the Kingston, Caldecote, Toft triangle. This is an area of considerable landscape value and natural environment around Bourn Brook, which should not be affected by a transport route. It is not supported by the Historic Environment Team.

Route 6 (light blue) and **Route 8** (yellow) would in addition to the impacts noted for Route 2, pass by a high number of designated heritage assets (e.g. Scheduled Monuments, Conservation Areas). The Conservation Area of Abbotsley would be significantly affected. They are not supported by the Historic Environment Team.

Route 9 (Purple); Route 9, as with Route 1, is preferred in historic environment terms in its Cambridgeshire section. It stays to the north of the A428, closely aligned with its route, importantly avoids affecting the landscape between Kingston and Toft and avoids areas of extensive archaeological sites (mapped from cropmarks on aerial photographs) – particularly around the Bourn Brook.

Map Review: Harlton to Hauxton section

All routes will converge to the south of the Mullard Radio Astronomy Observatory that was built on the former Oxford-Cambridge Varsity Railway Line and the site of a former WW2 airfield and ammunitions dump (CHER ref MCB15138). The EWR route will take a course immediately north of Harlton and will affect the setting of the scheduled monument and non-designated components at Fryer's Cottage alongside the Roman Road Arrington to Cambridge (CHER ref MCB28262), which would need appropriate mitigation commensurate with nationally important archaeological sites.

The intensity of non-designated historic environment assets on the CHER increases and expands around Harston and the alley of the River Cam or Rhee. Scheduled Monuments are numerous in the Hauxton to Great Shelford area where additional track beds will create impacts and affect their settings. Careful mitigation will be needed.

Document Review:

- **Our approach to the environment 2021 Update**
- **Technical Document**

We welcome and encourage the stated intention to protect the historic environment through preserving and enhancing heritage assets but there is still a long way to go before these have been fully identified and new archaeological sites discovered via appropriate evaluation works.

We consider that Routes 1 and 9 have demonstrated route planning that avoids most of the statutorily designated sites and monuments, but the documents lack detail as to how non-designated assets will be found, understood and used to make localised route changes, where necessary. In line with NPPF paragraph 189, we recommend that a robust programme of evaluation is required in advance of the submission of any application for a DCO in order to provide information that can be used in decision making for mitigation schemes and for promotion and display of the archaeology of the EWR route.

The additional works in support of the route (chapter 4 Technical document) include reference to impacts on the historic environment

Section E: Harlton to Hauxton. The consultation document shows options for an online or offline junction with the West Anglia Main Line. Care and attention is required with the planning of this section to prevent spoiling or damaging the settings of a series of heritage assets designated as Scheduled Monuments in this area (Settlement sites at Manor Farm NHLE 1006809). It is evident on the Historic Environment Record maps alone that there are very few opportunities for the routing and expansion works for the line junctions in this area that would fully avoid heritage assets.

Section F: The Shelfords to Cambridge. We have been in discussions with Network Rail about this section and are working with them and Historic England to design the least harmful route reducing impacts to a large Scheduled Monument west of White Hill Farm (NHLE 1006891 – shown on a maplet on p.256 of the consultation document) with non-designated portions on the west side of the existing railway line. Constraints here include the existing railway line and the proposed route of the Cambridge South East Transport travel route in design by the Greater Cambridge Partnership as well as Nine Wells LNR, which is the source spring of Hobson's Conduit.

Consultation Technical Report: Appendices

This language may need greater explanation to Member and members of the public:

Appendix B, Page 26, para 5.30.9. states "*Historic environment. EWR Co shall protect the historic environment through preserving and enhancing heritage assets.*" It would be better for EWR Co. to indicate that their intention is to find and excavate archaeological remains that can't be avoided by construction and other impacts connected with the railway, and seek to analyse and publish the results of ensuing excavations in a variety of formats, to conduct public engagement for archaeology during the construction programme and to display and interpret the evidence in galleries, museums, railway stations and websites as part of the mitigation strategy.

Appendix E. Project Section D Assessment Factor Tables: Environmental Considerations.

Designated heritage assets are solely used to quantify impacts. This is 'very high level' (see above) assessment data and does not include reference to far higher levels of non-designated assets –

some denoting extensive settlement sites or funerary remains. Some may class as being of equivalent status just have not been put forward for scheduling.

Appendix E, Factor ID 3 Capital Costs. Once the archaeological evaluation exercises produce physical evidence, the cost risk and programme risk can be more securely calculated. Underestimation of the costs of an Archaeological Mitigation Strategy risks jeopardising the scheme and can lead to unwanted corner-cutting and budget rearrangement (including with Govt departments, DfT). The Council will be happy to work with the EWR Company to minimise such risks.

Appendix E, Factor ID 14 Environment and Society. Environmental impacts and opportunities. The scores given for Route 9 do not tally if the historic environment is included in this row. If historic environment is not included in this row, how is it accounted for in this table?

Conclusion

An appraisal of the Route Alignments 1, 2, 6, 8 and 9 has taken place. We consider the Cambridgeshire sections of Route 1 and Route 9 to be least harmful in historic environment terms.

Annex 2: Greater Cambridge Partnership response (also submitted under separate cover)

East West Rail “Making Meaningful Connections” Public Consultation – comments on interaction with Greater Cambridge Partnership schemes

The GCP’s partners – including Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and Cambridge University – will be submitting comprehensive responses to the consultation. This document provides comments on the interface between the consultation proposals and several of the GCP’s transport schemes.

General comments

The GCP has several schemes which interface with East West Rail both as the line approaches Cambridge from the west, and in terms of providing onward connectivity to the east. As proposals develop, it is important that the dialogue to ensure schemes are complementary and aligned continues.

As set out above, the GCP partners will submit comprehensive responses to the consultation. The GCP echoes the position set out in our partners’ responses that East West Rail should be electrified from the start in order meet the area’s ambitions for a sustainable transport network and to support the achievement of local and national goals with regards to carbon emissions and air quality.

Cambridge South East Transport (CSET)

There is an interface between the CSET and East West Rail (EWR) projects within the area identified in the consultation materials as Section F: The Shelfords to Cambridge station. Improvements to the existing railway and Cambridge station are proposed by EWR within this area. This section of our response focuses on Section F and the interface between the projects within this area.

The GCP welcomes the recognition within the consultation documents (Technical Report, para 11.7.8) that the CSET scheme is planning to build a section of a new off-road public transport and active travel route in the same area, with a part of that route proposed to run close to the existing West Anglia Main Line. We appreciate that coordination meetings have been taking place and the commitment made in the consultation documents that these will continue going forward so that integration risks can be minimised, and opportunities maximised.

Shepreth Branch Junction

Two options are proposed for Shepreth Branch Junction, both of which require removal of the existing junction and building two new tracks next to the existing tracks. We note (Technical Report, para 11.6.7) that further design is required to understand the design of the grade-separating structure that would be needed for one of these options, identify the relevant land boundaries, and confirm the most appropriate solution.

In advance of this design being progressed by EWR, CSET has sought to mitigate the integration risk in this location by developing an assumption regarding the land required to construct a grade separated junction at Shepreth Junction and developing the current design for the CSET scheme to avoid this land. However, there is now an opportunity for EWR to act to further mitigate this risk

by identifying the land boundaries required for the construction and permanent operation each option in advance of the CSET route alignment being fixed under a Transport and Works Act Order. GCP ask that EWR act to realise this opportunity in programming and expediting the further design work required for Shepreth Junction.

The existing railway from Shepreth Junction to Addenbrooke's Road bridge

It is proposed to increase this area of railway to four tracks, with Addenbrooke's Road bridge being the point where the two new EWR tracks will join the new four tracks that the Cambridge South station project will have already built.

We note (Technical Report, para 11.7.4) that further design is required in the next stage to determine the location of the two new tracks and how they tie in with the Cambridge South four tracking, with this design to be developed closely with Network Rail.

GCP ask EWR to take full account of the following matters at the next stage of design:

- Potential impacts on Nine Wells Local Nature Reserve and Hobson's Brook including cumulative impacts of the CSET, Cambridge South Station and EWR schemes.
- The current design for the CSET off-road public transport and active travel route within the same area, particularly the part of that route proposed to run close to the existing West Anglia Main Line and crossing Hobson's Brook.
- Actively contributing to planning an integrated solution to maintain the Addenbrooke's to Great Shelford "DNA Path" cycleway link during and following construction of Cambridge South Station, CSET and EWR, with the aim of avoiding multiple realignments of this link involving abortive works and minimising disruption.

GCP would be unlikely to support any proposal by EWR that would require the CSET public transport route to be moved to run closer to Nine Wells Local Nature Reserve.

In advance of the design for the two new tracks between Shepreth Junction and Addenbrooke's Road bridge being progressed by EWR, CSET has sought to mitigate the integration risk in this area by developing an assumption regarding the land required to construct the new tracks and developing the current design for the CSET scheme to avoid this land. However, there is now an opportunity for EWR to act to further mitigate this risk by identifying the land boundaries required for the construction and permanent operation of the new tracks in advance of the CSET route alignment being fixed under a Transport and Works Act Order. GCP ask that EWR act to realise this opportunity in programming and expediting the further design work required for the existing railway from Shepreth Junction to Addenbrooke's Road bridge.

With the construction of the two new tracks between Shepreth Junction and Addenbrooke's Road bridge likely to follow the opening of the CSET scheme, there is a risk of disruption to the operation of services using the CSET public transport route. This risk should be fully considered during design and construction planning, with all possible measures taken to avoid or minimise this.

Cambourne to Cambridge (C2C)

The Cambourne to Cambridge scheme and East West Rail have been recognised as complementary to one another, with C2C serving intermediate developments, including the West Cambridge site, which the strategic railway is unable to serve. A new station at Cambourne could

be used to create a multimodal interchange location which could support an increase in use of public transport. The C2C scheme is likely to be completed before EWR, enabling growth in the current South Cambridgeshire Local Plan.

Two options are proposed for the station location at Cambourne, either of which could be served by C2C. The GCP is committed to the development of a travel hub at the Cambourne station linking together the two schemes to help people to access rail and bus services, including by active travel modes.

The GCP asks that appropriate coordination meetings continue as the proposals for EWR and C2C progress. As part of this, the GCP asks that EWR works with local partners to provide certainty on project timescales, routing and station locations at the earliest opportunity so that these can be taken into account in scheme design and delivery.

The C2C scheme will provide the high quality public transport link required to enable the development of 3,500 homes at Bourn Airfield. The response from South Cambridgeshire District Council seeks further information on what assessment has been made of the implications of route alignments 1 and 9 on the Bourn Airfield development, with particular regard to site access and delivery.

Cambridge Eastern Access (CEA)

The consultation reiterates EWR's ambition to provide improved onward connectivity east from Cambridge towards Ipswich. The CEA project is looking at access to and from the city from the east to enable people to get around more easily by public transport, cycle or on foot. The dualling of the Cambridge to Newmarket Line, alongside the provision of at least one interim station, would support the achievement of the project's objectives.

Local Highways Improvement Panel Scoreboards

To: Highways and Transport Committee

Meeting Date: 22nd June 2021

From: Steve Cox, Executive Director for Place and Economy

Electoral division(s): All

Forward Plan ref: N/A

Key decision: No

Outcome: To inform Committee of the outcome of the prioritisation of LHI applications for delivery in 2021/22 by the Member Panels in each District area.

Recommendation: That the Committee:

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

Officer Contact:

Name: Richard Lumley
Post: Assistant Director, Highways
Email: Richard.lumley@cambridgeshire.gov.uk
Tel: 01223 703839

Member contacts:

Names: Cllr Peter McDonald/Cllr Gerri Bird
Post: Chair/Vice-Chair
Email: peter.mcdonald@cambridgeshire.gov.uk
gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

Background

- 1.1 The LHI initiative invites community groups to submit an application for funding of up to £15,000, subject to them providing at least 10% of the total cost of the scheme. The schemes are community driven, giving local people a real influence over bringing forward highway improvements in their community that would not normally be prioritised by the Council.
- 1.2 Where applications involve ongoing operational costs such as the cost of power supplies for measures such as zebra crossings, the applicant is expected to meet these costs, or, for some non-standard highway features or equipment, become responsible for the asset itself.
- 1.3 Section 2 of the report outlines the process undertaken to identify the prioritised list of schemes for 2021/22.
- 1.4 Concerns have been raised previously at Highways and Transport Committee relating to the number of schemes that have been carried forward into the following financial year. A new programme for applications is contained in paragraphs 2.12 and 2.13 to address this.

2. 2021/22 Local Highway Improvement Schemes

- 2.1 As in previous years, officers have completed feasibility studies with applicants in advance of the panel meetings, in a bid to provide a more consistent stage of development for applications. The benefit of this stage in the process has been evident at panel meetings.
- 2.2 The panel assessment meetings remain a member led process, where applicants are invited to present their proposal. Member Panels have been set up to assess the priorities for funding, based on the available budget for each District/City. Political group leaders appoint members based on current political proportionality.
- 2.3 Panel members have been asked to consider and score applications which will determine how the budget should be allocated. The panels adopted a scoring system assessing four categories; persistent problem, road safety, community improvement and added value. Each category was scored out of 5 and the average across all panel members was then used to rank applications. Panel members were not permitted to score applications in their own division.
- 2.4 The rationale for proposing which applications are delivered is based upon the scoring system and available budget per District area. The scoring criteria is as follows:

Score 0 Fails to deliver any improvement

Score 1 Delivers negligible improvement/ aims of the LHI Initiative

Score 2 Delivers limited improvement/ aims of the LHI Initiative

Score 3 Delivers some improvement/ aims of the LHI Initiative

Score 4 Delivers substantial improvement/ aims of the LHI Initiative

Score 5 Delivers exceptional improvement/ aims of the LHI Initiative

- 2.5 It is recommended that no application scoring less than 1 should be implemented, as the scoring indicates that the project delivers negligible improvements/aims of the LHI Initiative.
- 2.6 It is then recommended that projects be approved for delivery, working down from the highest score to the lowest, until the budget for the District area is fully allocated.
- 2.7 Should any applications subsequently prove unfeasible, or the actual cost be less than expected, further applications from the priority list may be allocated funding later in the year.
- 2.8 All estimated project costs now also incorporate the estimated cost of time spent by officers designing, managing, and delivering it. The actual cost of the new feasibility stage, which has recently been completed, has been top sliced from each district area budget before being allocated to applications.
- 2.9 This recharge of both the feasibility and officer project delivery costs was agreed by Highways & Infrastructure Committee in July 2017, to better reflect the actual cost to the authority of delivering the LHI Initiative.
- 2.10 The LHI budget has been allocated to each district area in the same way as in 2020/21 and is therefore as follows:

District	Initial Budget	Feasibility	Remaining Available Budget
East Cambridgeshire	£105,261	£5,780	£99,481
Fenland	£128,652	£5,100	£123,552
Huntingdonshire	£222,219	£11,560	£210,659
South Cambridgeshire	£187,128	£16,660	£170,468
Cambridge City	£163,740	£13,260	£150,480
TOTAL	£807,000	£52,360	£754,640

2.11 The prioritised list of schemes for each district area can be found in Appendix A of this report. Each list also highlights the point at which the budget for each district area is fully allocated to schemes, indicated by a red dashed line.

2.12 The new application window for LHIs to be delivered in 2022/23 will be as follows:

- Application window opens - Monday 30th June 2021.
- Application window closes - Monday 2nd August 2021 at midday.
- Feasibility studies undertaken - August to October 2021
- Panel meetings - December / January 2021/22
- Report to committee including prioritised list for approval - March 2022

2.13 This will mean the winter period, January to March 2022, can be used to begin designing schemes for delivery from 1st April 2022, making use of the better, summer weather for delivery, rather than design, although parishes will be made aware at this stage that formal approval hasn't yet been given.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

- Investing in local communities, particularly the issues that are often of greatest local concern, promotes community development and provides benefits to all local residents.

3.2 A good quality of life for everyone

- Many of the schemes that are brought forward have outcomes that improve road safety, particularly for vulnerable users, for example the young, elderly or particular user types, such as pedestrians and cyclists.

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

- There are no significant implications for this priority.

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

- There are no significant implications for this priority.

3.5 Protecting and caring for those who need us

- There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

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

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

The Member-led Panels adopt a consistent scoring system, each prioritising proposals within the district against their district budget (paragraphs 2.3 and 2.10). Many of the schemes will improve road safety for vulnerable users such as the young and elderly. The LHI initiative empowers community groups to bring forward improvements and gives local people a real influence over bringing forward improvements that benefit their local community.

4.5 Engagement and Communications Implications

Further engagement and consultation will take place on each project as it is developed, in conjunction with the applicant.

4.6 Localism and Local Member Involvement

The LHI initiative gives local people a real influence over highway improvements in their community. The Council will work closely with the successful applicants and local community to help deliver the improvements that have been identified. The Local Member will be a key part of this process and will be involved throughout the development and delivery of each scheme.

4.7 Public Health Implications

The majority of schemes aim to improve road safety, which may subsequently contribute to reducing the risk of accident injuries on the network.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

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

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: negative

Explanation: Potential increases in air pollution as a result of some of the schemes listed in the report, for example those utilising raised or physical features such as speed cushions or chicane features.

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

Positive/neutral/negative Status: neutral

Explanation: No positive or negative impacts identified for works listed in the report.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

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

Name of Officer: Elsa Evans

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

Name of Officer: Katy Rogerson

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

Name of Officer: Richard Lumley

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

Name of Officer: Iain Green

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

Name of Officer:

5. Source documents guidance

5.1 Source documents

- Prioritised list of LHI schemes by District area for delivery in 2021/22
- Individual LHI Panel Member scoresheets

5.2 Location

APPENDIX A

Prioritised list of LHI schemes by District area for delivery in 2021/22

East Cambs

Panel Members:

	Cllr Joshua Schumann
	Cllr Lorna Dupre
	Cllr David Ambrose Smith
	Cllr Mark Goldsack
	Cllr Anna Bailey
	Cllr Bill Hunt
	Member's Division

Budget:	£99,481
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Panel Members:										Persistant Problem						Road Safety						Community Impact						Added Value		Overall Average Score																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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App No.	Applicant Name	Road Name/Location	Objective/Issue Description/Location	£ Estimated Project Cost	£ Applicant	% Applicant	£ CCC	Proposed CCC funding allocation	£ Cumulative CCC Total	Panel Scores						Av Score	Panel Scores						Av Score	Panel Scores						Av Score																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
E7	Fordham Parish Council	Carter St	Installation of raised tables and speed cushions in the vicinity of the Co-op	£ 41,514.80	£ 26,514.80	64%	£ 15,000.00	£ 15,000.00	£15,000							4.40																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										</

Fenland

Panel Members:

	Cllr John Gowing
	Cllr David Connor
	Cllr Simon King
	Cllr Steve Tierney
	Cllr Sam Hoy
	Member's Division

Budget: £123,552

Panel Members:										Persistant Problem					Road Safety					Community Impact					Added Value					Overall Average Score																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Huntingdonshire 21/22 LHI Panel Scores

Panel Members:

	Cllr Ian Gardener
	Cllr Mac McGuire
	Cllr Peter Downes
	Cllr Simon Bywater
	Cllr Steve Criswell
	Cllr Graham Wilson
	Members Division

Budget:

£210,659

App No.	Applicant Name	Road Name/Location	Objective/Issue Description/Location	£ Estimated Project Cost	£ Applicant	% Applicant	£ CCC	Proposed CCC funding allocation	£ Cumulative CCC Total	Panel Scores					Av Score	Av Score	Av Score	Av Score	Overall Average Score
28	Upton and Coppingford PC	Upton Village, Upton	Reduction in the speed limit from 30mph to 20mph with 30mph buffer limits.	4860.31	1500.00	31%	3360.31	£3,360.31	£3,360.31		4	4	3	4	3.75	4.00	4.25	3.75	3.94
7	Glattton	B660 (Infield Road) Sawtry Road Sawtry Way (B1090)	Install 1 no. MVAS unit to assist in encouraging greater compliance with the speed limit.	5567.11	1300.00	23%	4267.11	£4,267.11	£7,627.42		4		4	3	3.75	3.50	3.50	4.50	3.81
21	MD Community Roadwatch	Mere Way	Reduce speeds (implement changes to the current speed limit) as per feasibility study.	8148.51	4000.00	49%	4148.51	£4,148.51	£11,775.93		3	4	4	4	3.80	3.80	4.00	3.40	3.75
31	Woodhurst	Woodhurst, South Street & Church Street	Supply 1 no. MVAS unit and install two new posts. Lighting columns to be utilised as additional mounting locations.	5100.00	1530.00	30%	3570.00	£3,570.00	£15,345.93		4	4		3	3.75	3.50	4.00	3.75	3.75
29	Upwood and the Raveleys PC	Upwood and the Raveleys Parish	Supply 1 MVAS unit and agree on 5 mounting locations (new posts and lighting columns).	5599.00	1500.00	27%	4099.00	£4,099.00	£19,444.93		4	4	3	3	3.40	3.80	3.40	4.20	3.70
24	Huntingdon Town Council	B1514 / Hartford Main Street	Install an informal pedestrian crossing within the vicinity of the bus stop positioned along B1514, Hartford.	19159.54	10000.00	52%	9159.54	£9,159.54	£28,604.47		3	4	4	3	3.40	4.00	3.80	3.60	3.70
15	Kimbolton and Stonely	B645 / Tillbrook Road	Supply 2 no. MVAS units and install mounting posts to reduce speed on B645 through the village. The above to be implemented on the proviso that PC's contribution is min. 20% of the total cost (not 10%).	8789.00	1757.80	20%	7031.20	£7,031.20	£35,635.67		5	4	3	3	3.75	4.00	3.75	3.00	3.63
20	Ramsey	Wood Lane, Ramsey (B1096)	Construct a new footway from the village to the 1940's Camp to aid in pedestrian safety along a busy road.	32539.23	16000.00	49%	15000.00	£15,000.00	£50,635.67		2	4	4	2	3.40	3.60	4.20	3.20	3.60
25	Stilton PC	North street, Stilton (North end) B1043 Junction	Install 40mph buffer zone as per feasibility study.	6716.09	1000.00	15%	5716.09	£5,716.09	£56,351.76		4		3	3	3.50	4.25	3.75	2.50	3.50
27	Tilbrook PC	Station Road, Tilbrook	Supply 1 no. MVAS unit and install two posts to reduce speeds in this narrow roadand improve pedestrian safety.	4940.00	800.00	16%	4140.00	£4,140.00	£60,491.76		3	4	3	3	3.25	3.75	3.75	3.25	3.50
14	Houghton and Wyton	Mill St	Install additional information signs. Level and harden verge used for parking with planings.	3379.09	337.90	10%	3041.19	£3,041.19	£63,532.95		5	4	3	3	3.80	3.40	3.80	2.80	3.45
10	Great Gransden	Ladies Hill, Meadow Road Middle Street	Priority give way features on Ladies Hill and Middle Street to aid in speed reduction and increase pedestrians' safety.	15596.64	4000	26%	11596.64	£11,596.64	£75,129.59		3	3	4	3	3.40	3.40	3.40	3.40	3.40
18	Old Weston	B660 / Main Street (Old Weston)	Install village gateways and 40mph buffer zones at the entrances to the village. Red coloured surfacing along B660 at the existing 30mph speed limit.	23694.12	8700.00	37%	14994.12	£14,994.12	£90,123.71		3	4	3	2	3.00	3.75	3.50	3.25	3.38
22	Sawtry PC	The Old Great North Road, Sawtry (Opp Straight Drove)	Install "Pedestrian Crossing" warning signs, SLOW markings and cut back vegetation.	1707.46	170.75	10%	1536.71	£1,536.71	£91,660.42		4		3	3	3.50	4.00	3.50	2.50	3.38
23	Sibson-cum-Stibbington PC	Old Great North Road, Stibbington	Introduce parking restrictions in a form of double yellow lines.	7837.26	2000.00	26%	5837.26	£5,837.26	£97,497.68		2		4	4	3.50	2.75	4.00	3.25	3.38
2	Abbotsley	B1046, Abbotsley	Install 1 no. MVAS unit and mounting posts to reduce speed on B1046 through the village.	5930.00	1186.00	20%	4744.00	£4,744.00	£102,241.68		3	4	2	3	3.20	3.20	3.60	3.40	3.35
4	Bythorn & Keyston	Thrapston Road	Install MVAS and gateways on Thrapston Road to calm traffic and reduce speeds through Bythorn Village.	15339.62	1533.96	10%	13805.66	£13,805.66	£116,047.34		4	4	3	3	3.50	3.50	3.00	3.00	3.25
8	Godmachester	East side of London Road, Godmanchester	Install parking restrictions in a form of double yellow lines in pre-agreed locations along London Rd.	4580.26	1000.00	22%	3580.26	£3,580.26	£119,627.60		5	3	3		3.50	3.00	3.50	3.00	3.25
9	Great & Little Gidding	Mill Road (between Gt Gidding and Little Gidding) Luddington Road (towards Luddington Village)	Install 40mph buffer zones on roads leading to Great Gidding village. This will aim to reduce traffic speeds at approaches to the village.	12083.62	1210.00	10%	10873.62	£10,873.62	£130,501.22		4	4	3	2	3.25	3.25	3.50	3.00	3.25
19	Perry	Chichester Way, Perry	Amend the TRO to change the current waiting time to a max 30min.	2618.00	500.00	19%	2118.00	£2,118.00	£132,619.22		5	3	3	2	3.25	2.75	3.75	3.25	3.25
12	Hemingford Grey	Hemingford Grey Centre	Proposed 20mph spped limit along various roads across the village.	11319.96	3000.00	27%	8319.96	£8,319.96	£140,939.18		4	3	3	2	3.20	3.00	3.40	3.20	3.20
17	Little Paxton	Great North Road from A1 South (In front of co-op foodstore)	Install parking restrictions in a form of double yellow lines to tackle inconsiderate parking issues.	3696.96	369.70	10%	3327.26	£3,327.26	£144,266.44		3	3	3	3	3.20	3.40	3.40	2.80	3.20

IG

MM

PD

SB

SC

GW

1 MVAS only

is there a need for " MVASes

1 MVAS only

Two MVASes - light contribution

Contribution £878 each MVAS

Scoring for 1 MVAS unit, if two units higher contribution

1 MVAS only

1 MVAS only

1 MVAS only

speed 24mph risk requires Police enforcement

3	Bluntisham	Colne Road, Bluntisham	Improve existing pedestrian Zebra crossing at Colne Road by making it more conspicuous.	13016.71	3016.71	23%	10000.00	£10,000.00	£154,266.44		2	4		3	3.00	3.50	3.25	2.75	3.13	Highways to refresh white lines	Scoring on new railings and LED	
11	Great Paxton	B1043 from Harley Ind Estate, Paxton Hill to High St, Great Paxton	Install 40mph buffer zones on the approach to village from Harley Industrial Estate, Paxton Hill to High Street to lower speeds before entry to the current 30mph speed restriction.	8899.96	890.00	10%	8009.96	£8,009.96	£162,276.40		5	3	3	4	3.40	3.20	3.00	2.60	3.05			
6	Fenstanton	8 - 30 Chequer Street, Fenstanton	To install new hard surface (to act as parking bays) and knee high fence segregating the latter from the footpath. PC's contribution insufficient. No confirmation/ clarification received to date.	29790.07	5000.00	17%	15000.00	£15,000.00	£177,276.40		3	3	4		3.00	3.00	2.75	3.25	3.00	1 MVAS only	1 MVAS only	1 MVAS only
16	Leighton Bromswold	Sheep St / Staunch Hill	Supply 1 no. MVAS unit and install mounting posts to reduce speed on Sheep St and Staunch Hill entry point to reduce speeds and improve pedestrians' safety.	5500.00	785.00	14%	4715.00	£4,715.00	£181,991.40		3	4	2	3	3.00	3.00	3.00	3.00	3.00			
1	Abbots Ripton	B1090 and C115	Existing verge widening (to be used in absence of footpath) to link Home Farm Close with school, shop and church.	10321.43	1032.14	10%	9289.29	£9,289.29	£191,280.69		4		2	2	2.50	3.50	3.00	2.25	2.81	Table top only	would be more acceptable if just table top to calm speed donw	
5	Elton	B671 "Overend" Elton	Initial proposal was for a pedestrian crossing point between Black Horse PH car park and the centre of the village. Installation of a table top. Scoring was based on a table top only. Revised proposal submitted after panel meeting took place (due to insufficient PC's contribution): <u>construct a road narrowing.</u>	25000.00	5299.67	21%	15000.00	£15,000.00	£206,280.69		3		2	2	2.50	2.75	2.75	2.25	2.56			
13	Hilton	B1040 through Hilton	24 hour weight limit TRO to improve safety, reduce noise and pollution, and to prevent further damage from HGVs travelling through narrow roads within the village.	10599.33	5299.67	50%	5299.66	£5,299.66	£211,580.35		5	2	2	2	2.60	1.80	2.60	2.20	2.30			
30	Warboys PC	Ramsey Road, Warboys	Install two sections of high friction surfacing as per feasibility study.	8310.62	2000.00	24%	6310.62	£6,310.62	£217,890.97		5	2	2	2	2.40	2.40	2.00	2.00	2.20			
32	Huntingdon Town Council	St Peters Road / Redwongs Junction	Install and updated filter arrow to replace the existing one and recalculate signal timings.	12133.07	4003.91	33%	8129.16	£8,129.16	£226,020.13		5	2	3	2	2.80	1.60	2.20	2.20	2.20			
TOTALS				£332,772.97	£90,723.21	27%	£226,020.13	£226,020.13														

Hardwick	St Neots Road	Speed reduction and village entry feature	Civils / Speed limit - Village entry treatment at existing 40 limit into village - including central island, section of shared use path widening & 50mph speed limit from A1303 RAB.	£ 18,754.75	£ 6,954.75	20%	£ 11,800.00	£ 11,800.00	£ 169,944.15	4	3	5	2	3.50	4	2	5	2	3.25	4	2	4	3	3.25	4	2	4	3	3.25	3.31								
Boxworth	Village Wide	Persistent vehicles speeding through the village. Vehicles taking shortcuts to and from the A14.	MVAS unit	£ 3,949.92	£ 400.00	10%	£ 3,549.92	£ 3,549.92	£ 173,494.07	4	3	5	4	3	3.80	4	3	5	3	2	3.40	4	3	4	4	3	3.60	1	3	4	2	2	2.40	3.30				
Eltisley	Village Wide	Advisory weight limit signs at entrances to the village to deter HGV through traffic.	Signs - Advisory HGV Signs	£ 5,753.50	£ 650.00	11%	£ 5,103.50	£ 5,103.50	£ 178,597.57	4		4	4	2	3.50	4		5	3	2	3.50	4		5	4	2	3.75	1		4	2	2	2.25	3.25				
Willingham	Earith Road	Speed reduction / road safety	Civils / Speed Limit - New 40mph buffer zone, relocation of existing 30mph limit, red countdown strips on road, and gateway treatment at village entry points.	£ 12,888.00	£ 3,200.00	25%	£ 9,688.00	£ 9,688.00	£ 188,285.57	3	4	4	3	2	3.20	3	4	4	3	3	3.40	2	3	4	3	2	2.80	4	3	4	4	3	3.60	3.25				
Arrington	Village Wide	Solar panels for existing MVAS unit	MVAS Solar Panels - These are for an existing unit received through 20/21 LHI process.	£ 2,357.12	£ 250.00	11%	£ 2,107.12	£ 2,107.12	£ 190,392.69	3	4	3	3	4	3.40	4	4	3	2	5	3.60	3	2	3	2	5	3.00	2	2	3	4	3	2.80	3.20				
Guilden Morden	Pound Green	Improve child safety near school	Civils - Dig out existing 15m x 1.5m area outside the school and construct a new footway using existing kerbs. Dig out 21m x 1.5m area of verge outside No. 26 Pound Green, and construct new footway using existing kerbs.	£ 11,226.39	£ 2,700.00	24%	£ 8,526.39	£ 8,526.39	£ 198,919.08	4	3	2	4		3.25	3	3	3	3		3.00	3	3	2	4		3.00	4	3	2	4		3.25	3.13				
Ickleton	Coploe Road	Speed reduction and increased road safety	Speed limit - 40mph buffer zone, new bend warning signs and associated road markings.	£ 7,563.42	£ 1,500.00	20%	£ 6,063.42	£ 6,063.42	£ 204,982.50	3	3		3	2	2.75	3	3		4	3	3.25	3	3		5	2	3.25	4	3		4	2	3.25	3.13				
Great Abington	Village Wide	Speed reduction and road safety	Speed limit - 40mph buffer on Linton Road and flashing school signs on Linton Rd and High Street	£ 14,376.38	£ 2,500.00	17%	£ 11,876.38	£ 11,876.38	£ 216,858.88	3	3	3		3	3.00	4		2	4	3	3.25	4		2	4	3	3.25	3		2	3	3	2.75	3.06				
West Watting	Village Wide	Speed reduction / road safety / traffic calming	Civils - Buffer zones / priority feature / signing + lining	£ 14,686.06	£ 1,500.00	10%	£ 13,186.06	£ 13,186.06	£ 230,044.94	3	4	3	4	2	3.20	3	4	3	4	2	3.20	3	5	3	3		2	3.20	4	1	3	3		2	2.60	3.05		
Foxton	Fowlmere / Barrington / Shepreth Road	Speed calming / road safety	Speed limit / civils - Installation of gateway features, signs / lines and 40 buffer zones.	£ 13,263.49	£ 4,000.00	30%	£ 9,263.49	£ 9,263.49	£ 239,308.43	4		2	4	4	2	3.20	4		2	3	4	2	3.00	4		2	3	4	2	3.00	3		2	3	4	3	3.00	3.05
Great Wilbraham	Church Street	Speed calming	Raised features - Install one advisory 20mph from existing School Warning Sign on The Lanes to existing Playground Warning Sign at the junction of Church Close. Install 5 sets of speed cushions to help enforce the advisory speed limit. Install passive traffic calming on The Lanes due to road widths and houses in close vicinity.	£ 23,603.01	£ 10,000.00	42%	£ 13,603.01	£ 13,603.01	£ 252,911.44	4		3	3	3	2	3.00	3		2	4	4	2	3.00	4		2	3	3	2	2.80	4		3	3	4	2	3.20	3.00
Girton	Cambridge Road	There is currently a lack of a safe pedestrian crossing on Girton Road near to the co-op.	Civils / Parking restrictions - DYL parking restrictions at junction Weavers Field opposite the Co-Op. Install a 2.4m Informal crossing south of Weavers Field clear of bridge joint. Create a 2.4m wide informal crossing at the raised table at the junction between Girton Rd and Pepy's Way. Both crossings to have tactile paving to clearly indicate crossing	£ 11,079.93	£ 1,108.00	10%	£ 9,971.93	£ 9,971.93	£ 262,883.37	4		3	4	4	2	3.40	4		2	3	4	2	3.00	4		3	2	3	3	3.00	2		2	2	2	3	2.20	2.90
Dry Drayton	Oak Crescent	Anti-social and unsafe parking damaging existing highway verge. Creation of parking spaces and use of parking restrictions to prevent current parking issues in area.	Civils - Create a layby near bus stop adjacent to footway. Realign HB2 kerbs to edge of existing footway and taper in/out. At eastern extent asphalt 2.5m offset from edge line to create similar construction to layby to allow vehicles to park parallel - this avoids tree root issues.	£ 18,607.93	£ 3,607.93	19%	£ 15,000.00	£ 15,000.00	£ 277,883.37	4		2	3	4	2	3.00	5		2	2	4	3	3.20	4		2	3	4	1	2.80	3		2	3	3	2	2.60	2.90
Orchard Park	Various within parish area	General road safety issues including inconsiderate/illegal parking near junctions, traffic calming, and speed limit change	Speed limit / Parking restrictions - 20mph zone throughout area. Zone entry signs, 20 roundel road markings on asphalt surface and repeater signs on existing street furniture. Parking restrictions to improve pedestrian crossing safety & visibility at various junctions.	£ 11,451.39	£ 1,156.14	10%	£ 10,306.25	£ 10,306.25	£ 288,189.62	3	5		3		3.40	2	3	3		3	1	2.40	2	5	3		4	3	3.40	1	4	3		2	2	2.40	2.90	
Great Shelford	High St / Church St	Traffic calming required in 20mph zone due to poor compliance particularly on Church St and the High Street. High traffic flows at peak times cause difficulties for pedestrians and cyclist.	Raised Features - Parking restrictions - Installation of raised features (bolt down speed cushions) at regular intervals to reduce speed of vehicles. Due to on street parking this would require some extension to parking restrictions to allow clear gaps. It is also likely to require a patch on Church St due to existing carriageway condition	£ 21,529.20	£ 6,590.20	30%	£ 15,000.00	£ 15,000.00	£ 303,189.62			3	3	4	1	2.75			4	4	4	1	3.25			3	3	3	3	3.00			3	2	3	2	2.50	2.88
Swavesey	Village Wide	Speed reduction	MVAS unit x 2	£ 6,809.92	£ 700.00	10%	£ 6,109.92	£ 6,109.92	£ 309,299.54	3	3		3	4	2	3.00	4	3		3	4	2	3.20	3	4		2	4	2	3.00	1	2		2	2	2	1.80	2.75
Fulbourn	Teversham Road	Speed calming / road safety	Raised Features - Installation of raised features (speed cushions) at regular intervals to reduce speed of vehicles.	£ 21,131.21	£ 7,500.00	35%	£ 13,631.21	£ 13,631.21	£ 322,930.75	3		1	3	2	2	2.20	3		2	3	5	2	3.00	3		2	3	3	2	2.60	3		2	3	4	2	2.80	2.65

Little Abington	Newmarket Road	Anti social parking by cars and HGVs	Parking restrictions - Install double yellow lines northwest side for a distance of 150-200m and install double yellow lines southeast side from roundabout to garage exit and then from exit in a southerly direction for 150-200m.	£ 3,997.37	£ 1,750.00	44%	£ 2,247.37	£ 2,247.37	£ 325,178.12	2	4	3	3	3	3.00	2	1	3	3	3	2.40	2	1	3	3	3	2.40	4	2	3	2	3	2.80	2.65				
Pampisford	Brewery Rd / Town Lane	Footpath Maintenance	Civils - Resurface existing footway's starting with the worst location and proceeding until budget is spent. The pricing will be based around PC contribution and maximum CCC contribution. The works will be a 40mm plane and inlay.	£ 19,726.95	£ 4,726.95	24%	£ 15,000.00	£ 15,000.00	£ 340,178.12	3	3	3	3	2	2.80	3	3	3	2	1	2.40	3	3	3	4	2	3.00	2	3	3	2	2	2.40	2.65				
Bar Hill	Various	Existing footways to major village amenities are in state of disrepair. These are well used by young and elderly users presenting trip hazards	Civils - Break out and inlay new footway surface using existing subbase. Regrade sub-base and inlay with footway only construction.	£ 15,837.23	£ 1,583.73	10%	£ 14,253.50	£ 14,253.50	£ 354,431.62	3	3	3	4	3	1	2.83	3	3	0	4	3	1	2.33	3	2	2	4	3	2	2.67	3	4	3	4	1	1	2.67	2.63
Teversham	Airport Way	Speed reduction	Speed limit - Move existing 40mph speed limit to the northern side of traffic island. Reduce the speed limit on Airport Way from the existing derestricted limit to tie into the current 50mph limit along Newmarket Road. Install new painted roundels on carriageway to highlight change in speed limit.	£ 5,553.98	£ 555.40	10%	£ 4,998.58	£ 4,998.58	£ 359,430.20	3	2	3	3	4	3	3.00	2	2	3	2	5	2	2.67	3	1	3	2	5	2	2.67	1	1	3	2	2	2	1.83	2.54
Meldreth	Whitcroft Road	Speed reduction and highway safety	Civils - Install a new give way feature on Whitcroft Road with a speed cushion in the other lane.	£ 16,779.88	£ 1,779.88	11%	£ 15,000.00	£ 15,000.00	£ 374,430.20	2	3	2	3	2	2.40	2	3	1	5	2	2.60	2	3	2	3	1	2.20	2	2	1	3	2	2.00	2.30				
Whittlesford	Moorfield Road	Road safety and pedestrian access - pedestrians are currently required to walk on verge or cross Moorefield Road twice in areas with minimal visibility	Civils - Installation of new section of footpath to connect two developments. Adjust section to north as very narrow. Service covers need adjusting. Cabinet will form a pinch point. Protect tree roots with shallow/narrow construction.	£ 17,105.53	£ 2,105.53	12%	£ 15,000.00	£ 15,000.00	£ 389,430.20	2	3	2	3	3	2	2.50	3	5	2	2	3	1	2.67	2	2	2	2	3	1	2.00	1	1	2	2	3	2	1.83	2.25
Linton	Village wide including High Street, Symonds Lane, Back Rd, Balsham Rd, Chalk lands, Horseheath Rd, Bartlow Rd	Repainting of existing DYL's to allow proper enforcement & preventing unsafe parking close to junctions etc.	Parking restrictions - Carry out new works at the following locations: Symond's Lane/High Street, Meadow Lane, The Grip, Church Lane/Infants School, High Street/Cathadeon entrance. Carry out revisions at the following locations: Balsham Road/High Street	£ 18,139.98	£ 3,139.98	17%	£ 15,000.00	£ 15,000.00	£ 404,430.20	3	3	3	3	1	2.33	3	3	2	3	1	2.00	3	3	2	3	1	2.33	2	3	2	3	1	2.00	2.17				
Madingley	High St / Cambridge Rd	Speeding and pedestrian safety improvements.	Raised features - Install further traffic calming of route to reduce traffic speeds, this will require additional lighting installation as these features need to be illuminated. 2 sets of speeds cushions and 2 street lighting columns allowed for in costs.	£ 18,941.90	£ 3,941.90	21%	£ 15,000.00	£ 15,000.00	£ 419,430.20	2	3	2	3	1	2.20	2	2	2	3	1	2.00	2	2	2	3	1	2.00	3	2	2	3	1	2.20	2.10				
Stow Cum Quy	Stow Road	Bus Stop markings and resurfacing	Civils / Lining - Resurface the existing Bus Stop lay-by to 110mm depth, which will improve its life span. Once the patch is completed then paint on yellow "BUS STOP" marking.	£ 8,993.39	£ 899.34	10%	£ 8,094.05	£ 8,094.05	£ 427,524.25	3	2	1	3	2	1	2.00	2	4	1	3	4	3	2.83	2	2	1	1	2	1	1.50	1	3	1	1	3	1	1.67	2.00
Shudy Camps	Haverhill Road, Nosterfield End	New footway	Civils - New section of hardstanding near village post box	£ 7,209.22	£ 721.00	10%	£ 6,488.22	£ 6,488.22	£ 434,012.47	2	1	1	2	0	1.20	2	1	1	1	0	1.00	2	3	1	2	0	1.60	1	2	1	2	0	1.20	1.25				
Sawston	Mill Lane	Parking issues at junction of Mill Lane and High Street.	Civils - Provide improved 2.0m wide uncontrolled crossing marked with dropped kerbs and tactile paving. Raise kerbs on southern side to deter vehicles mounting footway. Add bollards to junction to further deter parking	£ 9,096.43	£ 909.45	10%	£ 8,186.78	£ 8,186.78	£ 442,199.25	0	0	0	0	0	0.00	0	0	0	0	0	0.00	0	0	0	0	0	0.00	0	0	0	0	0	0.00	0.00				
				£ 670,755.12	£ 228,627.68		£ 442,199.25	£ 442,199.25																														

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Ian Manning	Chestnut Grove	Poor parking at junction and parking on the footway is causing road safety issues.	Parking restrictions - DYL waiting restriction at junction	£	4,146.99	£	414.70	10%	£	3,723.29	£	3,723.29	£	129,283.08	1		3	2	2	5	5	3.00	2		3	2	2	5	5	3.17	2		3	3	0	5	4	2.83	0		3	2	0	5	4	2.33	2.83
Noel Kavanagh	Coldhams Ln 256 - 258	Drainage and pavement maintenance needed in area of 256	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	£	14,939.64	£	1,493.96	10%	£	13,445.68	£	13,445.68	£	142,728.76	2	4	3	4	4	3	3.33	1	0	2	3	4	4		2.33	2	3	4	3	4	3		3.17	0	2	3	3	4	3		2.50	2.83	
Sandra Crawford	Fishers Lane	To stop parking in a spot that inhibits traffic flow and sight lines up to the Fishers Lane Junction.	Parking restrictions - Double Yellow Lines.	£	4,026.07	£	402.61	10%	£	3,623.46	£	3,623.46	£	146,352.22	3	4	3	2	4	5	4	3.57	3	4	2	2	4	4	5	3.43	2	0	2	2	4	4	3	2.43	0	0	2	1	-	5	3	1.83	2.82
Elisa Meschini	Nuffield Road	Speed calming and road safety	MVAS / Signs / Lines - 20mph repeater and road markings as needed	£	3,949.92	£	394.99	10%	£	3,554.93	£	3,554.93	£	149,907.15	1	3	2	3		4	4	2.83	0	3	3	3		5	5	3.17	1	2	2	3		4	4	2.67	0	2	3	1		5	4	2.50	2.79
Nichola Harrison	Botolph Lane	Relocaion of existing motorcycle parking to Free School Lane	Parking restrictions - New motorcycle parking bays on Free School Lane and removal of bays from Botolph Lane	£	4,146.99	£	414.70	10%	£	3,723.29	£	3,723.29	£	153,630.44	2	4	4	-	2	5	4	3.50	2	0	2	-	2	5	0	1.83	2	4	5	-	0	4	4	3.17	0	3	4	-	0	5	3	2.50	2.75
Ian Manning	Hurst Park Estate Area	Parking restrictions - extension of double yellow lines at junctions to prevent inconsiderate parking at junctions of Leys Rd, Orchard Av , Leys Av. Improves visibility making junctions safer and easier to cross for pedestrians	Parking restrictions - DYL waiting restriction extension at junctions	£	4,146.99	£	414.70	10%	£	3,723.29	£	3,723.29	£	157,353.73	2		3	3	2	4	4	3.00	3		3	3	2	4	4	3.17	3		3	3	0	4	4	2.83	0		3	2	0	3	3	1.83	2.71
H Davies	Peverel Road	Speed calming and road safety	Raised features & MVAS -	£	18,965.52	£	3,965.52	21%	£	15,000.00	£	15,000.00	£	172,353.73	2	4		3	4		4	3.40	1	4		2	4		4	3.00	2	3		2	4		3	2.80	0	0		2	3		3	1.60	2.70
Sandra Crawford	Chalfont Close	Anti social and unsafe parking.	Parking restrictions - Double Yellow Lines.	£	4,026.07	£	402.61	10%	£	3,623.46	£	3,623.46	£	175,977.19	2	3	3	3	4	5	4	3.43	1	3	3	1	4	4	4	2.86	1	2	1	3	4	3	4	2.57	0	0	1	0	4	4	4	1.86	2.68
Sandra Crawford	St Bede's Garden	Anti-social and obstructive parking along the route	Parking restrictions - Yellow lining to both sides of the road to allow access for vehicles.	£	4,026.07	£	402.61	10%	£	3,623.46	£	3,623.46	£	179,600.65	1	4	2	3	4	4	4	3.14	3	2	2	2	4	4	4	3.00	2	2	3	1	4	4	4	2.86	0	0	2	0	4	3	3	1.71	2.68
Lucy Nethsingha	Derby St / Grantchester St / Eltisley Av	Provision of additional cycle parking stands at various locations to prevent bikes blocking pavements for users.	Civils - Cycle racks to be installed at 3 locations in carriageway along with additional lining and hazard bollards to improve conspicuity. Used Marshalls R10 as example but can be changed if not suitable for cargo bikes.	£	11,411.40	£	1,141.14	10%	£	10,270.26	£	10,270.26	£	189,870.91	0	3		2	0	4	3	2.00	2	2		2	0	5	3	2.33	3	4		3	3	5	5	3.83	0	3		2	2	5	3	2.50	2.67
Noel Kavanagh	Coleridge Road	Road safety and traffic calming	Raised features - Installation of 4 no pairs of cushions to help reduce vehicle speeds along straight section of road.	£	23,496.58	£	8,496.58	36%	£	15,000.00	£	15,000.00	£	204,870.91		4	3	2	4	3	3.20		4	3	3	5	2		3.40		1	1	3	4	2		2.20		0	2	1	4	2		1.80	2.65	
C Payne	Carisbrooke Road	Planters near the school to prevent parking on the verge	Civils - Installation of 4 - 5 planters near Mayfield Primary School on existing grass verges.	£	9,029.98	£	905.00	10%	£	8,124.98	£	8,124.98	£	212,995.89	2	3	4	2	1		4	2.67	2	3	2	1	0		3	1.83	4	5	4	1	2		4	3.33	2	4	4	0	2		4	2.67	2.63
Nichola Harrison	Mud Lane	Cycle / Driver Safety	Signs / Lines - removal of section of parking bay to improve visibility	£	4,743.95	£	474.40	10%	£	4,269.55	£	4,269.55	£	217,265.44	0	4	3	3	2	4	4	2.86	2	4	5	4	0	4	5	3.43	2	3	5	3	0	4	3	2.86	0	0	3	1	0	3	2	1.29	2.61
Elisa Meschini	Green Park	Anti-social and obstructive parking along the route near junction with Green End Rd	Parking restrictions - Yellow lining to both sides of the road to allow access for vehicles and increase visibility.	£	4,140.49	£	414.05	10%	£	3,726.44	£	3,726.44	£	220,991.88	2	3	2	2		4	4	2.83	1	2	2	2		5	4	2.67	0	2	2	2		5	3	2.33	0	0	2	0		5	3	1.67	2.38
Ian Manning	Herbert St	Parking at various points on Herbert St causes issues for access, cyclists and pedestrians	Parking restrictions DYL restrictions at various locations as detailed	£	4,140.49	£	414.05	10%	£	3,726.44	£	3,726.44	£	224,718.32	2		3	1	2	4	4	2.67	3		3	2	2	4	4	3.00	2		2	2	0	5	4	2.50	0		1	0	0	4	2	1.17	2.33
Nichola Harrison	King Street	Road safety	Signs / Lines - creation of a loading bay os 60 King St for nearby shops and businesses.	£	4,193.95	£	419.40	10%	£	3,774.55	£	3,774.55	£	228,492.87	2	3	3	2	2	4	4	2.86	0	2	3	1	0	5	2	1.86	1	3	5	2	0	5	3	2.71	0	4	2	0	0	4	3	1.86	2.32
Ian Manning	Fallowfield	Issues with speeding requiring traffic calming to the road linking to Water Street.	Civils - Narrow corner radii at wide T junction inset in Fallowfield. This will maintain acceses, replace existing layby type parking capacity and provide safer pedestrian crossing at junction.	£	17,193.94	£	2,193.94	13%	£	15,000.00	£	15,000.00	£	243,492.87	3		2	2	2	4	4	2.83	2		3	1	2	4	4	2.67	3		2	1	0	5	3	2.33	0		1	0	0	5	2	1.33	2.29
H Davies	Ditton Fields	Damaged fencing at various locations around the area protecting grass verges	Civils - Repair of fencing which has been damaged or rotted through with steel instead of wooden units.	£	11,204.35	£	1,120.43	10%	£	10,083.91	£	10,083.91	£	253,576.78	2	3		2	4		4	3.00	0	0		0	3		0	0.60	2	4		3	4		3	3.20	0	2		1	4		2	1.80	2.15
Sandra Crawford	High Street	Lining maintenance	Signs / Lines - Refresh existing cycle lanes along Cherry Hinton High St.	£	13,608.18	£	1,360.82	10%	£	12,247.36	£	12,247.36	£	265,824.14	1	0	0	0	4	5	5	2.14	2	0	0	0	4	4	5	2.14	3	0	0	0	4	4	4	2.14	0	0	0	0	4	3	3	1.43	1.96

Elisa Meschini	Various around ward	The Grove Primary School, Campkin Road; North Cambridge Academy, Arbury Road; King's Hedges Educational Federation, Northfield Avenue	Signs / Lines - Warning signs near schools at listed locations, installations of signs/posts/road markings.	£ 4,524.17	£ 452.42	10%	£ 4,071.75	£ 4,071.75	£ 269,895.89	2	2	1	1	5	2	2.17	2	2	1	2	5	3	2.50	3	0	1	1	5	2	2.00	0	0	1	0	5	1	1.17	1.96
Mike Todd-Jones	Alexwood Road	Verge protection	Civils - Bollards / birds mouth fencing and asphalt surfacing area of grass.	£ 7,528.91	£ 752.89	10%	£ 6,776.02	£ 6,776.02	£ 276,671.91	2	3	2	4	3	2.80	0	0	1	3	0	0.80	1	3	2	4	3	2.60	0	0	0	4	2	1.20	1.85				
M Gehring	Grange Road	Provide a safe crossing for pedestrians across Grange Road in the vicinity of West Road.	Civils - Zebra crossing to be installed south of the junction. Approaches will need to be resurfaced to increase skid resistance.	£ 37,900.85	£ 22,900.85	60%	£ 15,000.00	£ 15,000.00	£ 291,671.91	2	3	1	0	0	1	1.17	2	1	2	0	0	3	1.33	4	0	1	0	0	2	1.17	0	0	0	0	0	2	0.33	1.00
				£ 370,154.30	£ 78,524.91		£ 291,671.91	£ 291,671.91																														

FINANCE MONITORING REPORT – May 2021

To: Highways and Transport Committee

Meeting Date: 22nd June 2021

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

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

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

Recommendation: The Committee is asked to review, note and comment upon the report and to confirm the updated Capital Budgets to be taken to Strategy & Resources Committee for approval.

Officer contact:

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Member contacts:

Names:
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1. Background

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

2. Main Issues

- 2.1 Revenue: The report attached as Appendix A is the Place & Economy Finance Monitoring Report as at the end of May 2021. Place and Economy is currently forecasting a £162K underspend at year end, due to Street Lighting as the energy prices have increased by less than the budgeted inflationary uplift.
- 2.2 As detailed in the table 2.1.2 of the Finance Monitoring Report, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. In Business Planning, funding of £3.7m was allocated as an estimate of the financial impact on the service of Covid and this will be reviewed on a monthly basis and any funding not required will be transferred back to the corporate centre. For this May monitoring report this funding is being reported as fully required but each allocation will be reviewed and updated on a monthly basis. The funding to reflect the additional costs (for waste) is allocated to the respective budget but the funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy line.
- 2.3 Capital: The capital position is detailed in Appendix 6. Each year the first Finance Monitoring Report of the year identifies the proposed updates to budgets (from that previously agreed as part of Business Planning) to reflect carry-forwards from the previous year, revised phasing and new funding. The changes on a scheme by scheme basis are detailed at the end of the Capital section of the report. Committee is requested to confirm support for these changes so they can go to Strategy & Resources Committee for approval.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

- 3.2 A good quality of life for everyone

There are no significant implications for this priority.

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

5. Source documents guidance

5.1 Source documents

None

Place & Economy Services

Finance Monitoring Report – May 2021

1. Summary

1.1 Finance

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

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2021/22 £000	Actual £000	Forecast Variance - Outturn (May) £000	Forecast Variance - Outturn (May) %
0	Executive Director	3,662	-83	-3,113	-85
0	Highways	23,740	1,156	+2,737	+12
0	Environmental & Commercial Services	41,331	141	+213	+1
0	Infrastructure & Growth	2,251	228	+1	0
0	Commercial Activity	-239	-223	0	0
0	External Grants	-6,712	0	0	0
0	Total	64,034	1,219	-162	0

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

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

2.1.2 Covid Pressures

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

2.2 Significant Issues

Covid-19

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

Waste Private Finance Initiative (PFI) Contract

The waste budget is a large and complex budget and there are various potential pressures and underspends but at this early stage in the financial year the service is forecasting on target with its core budget and the one-off covid budget allocation (£638K). Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is an additional potential pressure due to increased costs for wood recycling. Also, if the costs for BREF & BAT amendments required for the MBT and IVC do fall to CCC as a qualifying change in law and the works proceed in this financial year as Amey are proposing, that would create a significant additional budget pressure this year, but at this stage it is just being flagged up as a potential pressure. Until more detailed information becomes available the service is forecasting on target with its core budget as it is assumed the overs- and under-spends due to Covid net off, but once the detailed activity and financial data becomes available a clearer picture will emerge and it may be the case that some or all of the Covid budget is not required.

Street Lighting

Savings of £168k are expected this year for street lighting energy costs compared to the budget set.

3. Balance Sheet

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

No significant issues to report this month.

Funding

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

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

Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2021/22 £000's	Actual May 2021 £000's	Forecast Outturn £000's	Forecast Outturn Variance %
Executive Director					
0	Executive Director	549	-83	0	0%
0	Lost Sales, Fees & Charges Compensation	3,113	0	-3,113	-100%
0	Executive Director Total	3,662	-83	-3,113	-85%
Highways					
0	Asst Dir - Highways	160	1	0	0%
0	Local Infrastructure Maintenance and Improvement	9,253	-250	1	0%
0	Traffic Management	-181	334	604	334%
0	Road Safety	732	280	0	0%
0	Street Lighting	10,588	857	-168	-2%
0	Highways Asset Management	444	98	100	23%
0	Parking Enforcement	0	-527	1,500	0%
0	Winter Maintenance	2,744	62	0	0%
0	Bus Operations including Park & Ride	-0	302	700	0%
0	Highways Total	23,740	1,156	2,737	12%
Environmental & Commercial Services					
0	County Planning, Minerals & Waste	316	17	110	35%
0	Historic Environment	48	72	100	210%
0	Flood Risk Management	1,104	-60	0	0%
0	Energy Projects Director	32	-1,618	0	0%
0	Energy Programme Manager	115	17	0	0%
0	Waste Management	39,716	1,713	2	0%
0	Environmental & Commercial Services Total	41,331	141	213	1%
Infrastructure & Growth					
0	Asst Dir - Infrastructure & Growth	163	27	0	0%
0	Major Infrastructure Delivery	1,513	344	0	0%
0	Transport Strategy and Policy	20	-181	0	2%
0	Growth & Development	555	113	0	0%
0	Highways Development Management	0	-74	0	0%
0	Infrastructure & Growth Total	2,251	228	1	0%
Commercial Activity					
0	Renewable Energy Investments	-239	-223	0	0%
0	Commercial Activity Total	-239	-223	0	0%
0	Total	70,746	1,219	-162	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.

Lost Sales, Fees & Charges Compensation

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
3,113	0	-3,113	1000

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

Traffic Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-181	334	+604	+334

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

Street Lighting

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
10,588	857	-168	-2

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

Highways Asset Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
444	98	+100	+23

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

Parking Enforcement

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-527	+1,500	0

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

Bus Operations including Park & Ride

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	302	+700	0

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

County Planning, Minerals & Waste

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
316	17	+110	+35

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

Historic Environment

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
48	72	+100	+210

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

Waste Management

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
39,716	1,713	+2	0

The waste budget is a large and complex budget and there are various potential pressures and underspends but at this early stage in the financial year the service is forecasting on target with its core budget and the one-off covid budget allocation (£638K). Last financial year there were

underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is an additional potential pressure due to increased costs for wood recycling. Also, if the costs for BREF & BAT amendments required for the MBT and IVC do fall to CCC as a qualifying change in law and the works proceed in this financial year as Amey are proposing, that would create a significant additional budget pressure this year, but at this stage it is just being flagged up as a potential pressure. Until more detailed information becomes available the service is forecasting on target with its core budget as it is assumed the overs- and under-spends due to Covid net off, but once the detailed activity and financial data becomes available a clearer picture will emerge and it may be the case that some or all of the Covid budget is not required.

Appendix 3 – Grant Income Analysis

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

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

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	64,074	
Centralisation of postage budgets	-40	
Non-material virements (+/- £30k)	0	
Current Budget 2020/21	64,034	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2021 £'000	Movement within Year £'000	Balance at 31st May 2021 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	175	0	175	0	
On Street Parking	1,876	0	1,876	1,300	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,376	0	1,376	900	
Streetlighting - LED replacement	48	0	48	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	61	0	61	30	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	197	0	197	180	
Steer- Travel Plan+	66	0	66	52	
Waste reserve	984	0	984	984	
Other earmarked reserves under £30k	89	0	89	0	
Sub total	5,184	0	5,184	3,626	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	3,905	(61)	3,844	0	
Other Capital Funding	3,410	1,337	4,748	0	
Sub total	7,315	1,276	8,591	0	
TOTAL	12,499	1,276	13,775	3,626	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2021/22

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (May) £'000	Forecast Spend – Outturn (May) £'000	Forecast Variance – Outturn (May) £'000
		Integrated Transport				
200	200	- Major Scheme Development & Delivery	193	3	193	0
318	0	- S106 Northstowe Bus Only Link	318	0	318	0
208	0	- Stuntney Cycleway	177	0	159	-18
968	882	- Local Infrastructure Improvements	968	-28	968	0
75	0	- Minor improvements for accessibility and Rights of Way	75	0	75	0
		Safety Schemes				
500	0	- A1303 Swaffham Heath Road Crossroads	480	1	480	0
422	594	-Safety schemes under £500K	844	7	844	0
510	345	- Strategy and Scheme Development work	494	33	510	16
		Delivering the Transport Strategy Aims				
1,775	1,188	- Highway schemes	2,963	-2	2,963	0
		- Cycling schemes				
0	550	- Boxworth to A14 Cycle Route	0	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	0	0	0
0	272	- Dry Drayton to NMU	0	2	0	0
400	285	- Hardwick Path Widening	305	1	305	0
982	760	- Bar Hill to Longstanton	30	4	30	0
1,000	800	- Girton to Oakington	704	-22	592	-112
16	0	- Arbury Road	12	0	12	0
974	0	- Papworth to Cambourne	747	-9	747	0
0	0	- Wood Green to Godmanchester	0	0	0	0
150	132	- Busway to Science Park	148	0	148	0
200	0	- Fenstanton to Busway	14	23	23	9
100	0	NMU Cycling scheme - Washpit Road	97	53	63	-34
0	0	NMU Cycling scheme - Girton Upgrades	0	0	0	0
388	0	NMU Cycling scheme - Longstanton Bridleway	356	0	356	0
30	0	- Other Cycling schemes	30	26	30	0
23	23	- Air Quality Monitoring	23	0	23	0
25,000	1,000	- A14	1,000	-1,000	1,000	0
		Operating the Network				
		Carriageway & Footway Maintenance incl Cycle Paths				
1,115	400	- Countywide Safety Fencing renewals	1,115	2	1,115	0
1,249	1,142	- Countywide Retread programme	1,249	-310	1,249	0
481	481	- Countywide F'Way Slurry Seal programme	481	-53	481	0
989	989	- Countywide Surface Dressing programme	989	-429	989	0
956	690	- Countywide Prep patching for Surface - Dressing programme	956	51	956	0
709	357	- Whittlesey, Ramsey Road Nr Pondersbridge	709	155	709	0
8,021	6,613	Carriageway & Footway Maintenance schemes under £500k	8,021	-133	8,021	0
140	140	Rights of Way	140	1	140	0
		Bridge Strengthening				
900	568	- St Ives Flood Arches	900	2	900	0

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (May) £'000	Forecast Spend – Outturn (May) £'000	Forecast Variance – Outturn (May) £'000
2,226	1,996	- Other	2,226	21	2,226	0
1,407	850	Traffic Signal Replacement	1,407	74	1,407	0
200	200	Smarter Travel Management - Int Highways Man Centre	200	-15	200	0
165	165	Smarter Travel Management - Real Time Bus Information	165	-33	165	0
		Highway Services				
		£90m Highways Maintenance schemes				
839	0	- B1050 Willingham, Shelford Rd Prov.	0	-5	0	0
500	0	- B660 Holme, Long Drove C/way resurface/strengthen	638	397	638	0
900	0	- B1382 Prickwillow Pudney Hill Road Carriageway	900	338	900	0
550	0	- B198 Wisbech, Cromwell Road Carriageway	625	-5	625	0
80,627	4,403	- Highways Maintenance (£90m) schemes under £500K	4,403	-75	4,403	0
		Pothole grant funding	6,841	0	6,841	0
3,000	0	- Additional Surface Treatments 2020/21	0	-500	0	0
810	0	- Pothole funding schemes under £500K	0	212	0	0
4,000	4,000	Footways	4,000	0	4,000	0
		Environment & Commercial Services				
6,634	3,188	- Waste Infrastructure	294	7	294	0
680	0	- Northstowe Heritage Centre	519	0	519	0
1,000	0	- Energy Efficiency Fund	306	-80	306	0
8,835	8,835	- Swaffham Prior Community Heat Scheme	8,835	-13	8,835	0
448	0	- Alconbury Civic Hub Solar Car Ports	103	-310	103	0
3,645	3,134	- St Ives Smart Energy Grid Demonstrator scheme	3,354	0	3,354	0
6,342	2,161	- Babraham Smart Energy Grid	2,256	-79	2,256	0
6,970	-	- Trumpington Smart Energy Grid	0	0	0	0
8,266	127	- Stanground Closed Landfill Energy Project	363	-10	363	0
2,526	-	- Woodston Closed Landfill Energy Project	0	-8	0	0
24,444	22,781	- North Angle Solar Farm, Soham	23,607	-120	23,607	0
635	550	- Fordham Renewable Energy Network Demonstrator	635	0	635	0
15,000	862	- Decarbonisation Fund	4,846	401	4,059	-787
200	200	- Electric Vehicle chargers	200	0	200	0
500	500	- Oil Dependency Fund	500	0	500	0
300	300	- Climate Action Fund	300	0	300	0
3,145	0	- School Ground Source Heat Pump Projects	3,224	-91	3,224	0
		Infrastructure & Growth Services				
49,000	18	- Ely Crossing	58	-1,509	58	0
149,791	4,179	- Guided Busway	100	4	100	0
0	0	- Cambridge Cycling Infrastructure	0	0	0	0
1,975	0	- Fendon Road Roundabout	275	1	160	-115
350	0	- Ring Fort Path	308	6	308	0
280	0	-Cherry Hinton Road	330	0	330	0
1,200	0	- St Neots Northern Footway and Cycle Bridge	0	5	5	5
6,950	2,063	- Chesterton - Abbey Bridge	0	13	0	0
33,500	10,900	- King's Dyke	12,700	1,095	12,700	0
1,098	0	- Emergency Active Fund	785	34	785	0
2,589	0	- Lancaster Way	792	160	672	-120
1,000	0	- Scheme Development for Highways Initiatives	437	0	437	0
150	0	- A14	0	44	0	0

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (May) £'000	Forecast Spend – Outturn (May) £'000	Forecast Variance – Outturn (May) £'000
2,072	0	- Combined Authority Schemes	2,072	225	2,072	0
10,500	4,877	- Wisbech Town Centre Access Study	3,822	675	3,822	0
280	0	- A505	143	0	143	0
158	0	- Spencer Drove, Soham	158	1	158	0
45,890	14,937	Connecting Cambridgeshire	14,937	-85	14,937	0
	0	Capitalisation of Interest	0	0	243	243
540,376	111,400		132,685	-847	131,529	-1,156
	-12,737	Capital Programme variations	-12,737	0	-11,581	1,156
	98,663	Total including Capital Programme variations	119,948	-847	119,948	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 financial year. The phasing of a number of schemes have been reviewed since the published business plan. This still needs to be agreed by the Service Committees and by Strategy & Resources Committee.

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

Appendix 7 – Commentary on Capital expenditure

• Girton to Oakington Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (May) £'000	Forecast Variance (May) £'000	Variance Last Month (April) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
704	592	-112	0	-112	0	-112

Forecast for 21/22 £592k which includes the remaining construction costs for phase 1 and design fees for Phase 2. The remaining £112k will need to be carried forward to 2022/23 for the completion of the scheme.

• Decarbonisation Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (May) £'000	Forecast Variance (May) £'000	Variance Last Month (April) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,846	4,059	-787	0	-787	0	-787

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

- Fendon Road Roundabout

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

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

Lancaster Way

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

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

Capital Funding

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Forecast Spend - Outturn (May) £'000	Forecast Funding Variance - Outturn (May) £'000
13,873	Local Transport Plan	13,599	13,590	-9
8,328	Other DfT Grant funding	11,808	11,808	0
14,954	Other Grants	18,082	17,928	-154
8,419	Developer Contributions	3,628	3,406	-222
47,809	Prudential Borrowing	61,820	61,033	-787
17,680	Other Contributions	23,265	23,281	16
111,063		132,202	131,046	-1,156
-12,254	Capital Programme variations	-11,800	-11,800	0
98,809	Total including Capital Programme variations	120,402	119,246	-1,156

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

Funding	Amount (£m)	Reason for Change
New funding/Rephasing (DfT Grants)	3.48	Roll forward of unused pothole grant (£2.695m). Roll forward of Emergency Active travel fund grant (£0.785m)
New funding/Rephasing (Specific Grants)	3.13	Roll forward of Highways England funding for A14 cycling schemes (£0.991m). Roll forward of grant for Northstowe Heritage centre (£0.519m). Roll forward of grant for School Ground Source Heat Pump Projects (£1.88m) Roll forward of CPCA funding for Lancaster Way (£0.642m) Roll forward and rephasing Wisbech Town Centre Access scheme (-£1.055m) CPCA funding for A505 scheme (£0.143m).
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.79	Developer contributions to be used for a number of schemes. Northstowe Bus link (£0.128m) Highway development work (£0.508m). Rephasing Bar Hill to Longstanton cycleway (-£0.730m). Rephasing Girton to Oakington cycleway (-£0.102m). Rephasing of Signals work (£0.557m). Rephasing of Waste scheme (-£0.117m). Rephasing of Guided Busway (-£4.079m). Rephasing of Fendon Road Roundabout (£0.275m). Rephasing of Ring Fort path (£0.308m). Rephasing of Cherry Hinton Road cycleway (£0.330m). Rephasing Chesterton Abbey Bridge (-£2.063m). Repahsing Lancaster Way (£0.150m).
Additional funding / Revised Phasing (Other Contributions)	5.59	Strategy & scheme development work (£0.149m). Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Carriageway & Footway Maintenance (£0.420m).Pothole funding (£4.000m). Rephasing King's Dyke (£0.611m). Combined Authority funding (£2.072m) Spencer Drove, Soham (£0.158m)
Additional Funding / Revised Phasing (Prudential borrowing)	14.01	Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.056m). Rephasing of Waste schemes (-£2.777m). Rephasing of Energy schemes (£7.19m). Rephasing King's Dyke (£1.189m). Rephasing Scheme development for Highway Initiatives.

Details of budget changes to be agreed

	£'000	Comment
Carry forward from previous year		
Major Scheme Development & Delivery	-7	
- Stuntney Cycleway	177	
- Northstowe Busway	190	
Local Highway Improvements	161	
Safety Schemes	730	
Delivering the Transport Strategy Aims - Highways	1,775	
Delivering the Transport Strategy Aims - Cycling		
- Fenstanton to Busway	14	
- Dry Drayton to NMU	-21	
- Hardwick Path widening	20	
- Bar Hill to Longstanton	37	
- Girton to Oakington	-96	
- Arbury Road	12	
- Papworth to Cambourne	747	
- Busway to Science Park	16	
- NMU Cycling scheme - Washpit Road	-3	
- NMU Cycling scheme - Longstanton Bridleway	-32	
- Swavesey Park & Ride	28	
- Other cycling schemes	2	
Operating the Network		
Carriageway & Footway maintenance	2,428	
Bridge Strengthening	562	
Traffic Signal replacement	557	
Highways Maintenance £90m	2,163	
Pothole funding	2,695	
Waste - North Cambridge HWRC	81	
Northstowe Heritage Centre	519	
Energy Efficiency fund	306	
Alconbury Civic Hub Solar Car Ports	103	
St Ives Smart Energy Grid Demonstrator scheme	220	
Babraham Smart Energy Grid	95	
Stanground Closed Landfill Energy Project	236	
North Angle Solar Farm, Soham	826	
Fordham Renewable Energy Network Demonstrator	85	
Decarbonisation Fund	3,984	
School Ground Source Heat Pump Projects	3,224	
Ely Crossing	40	
Fendon Road Roundabout	275	
Ring Fort path	308	
Chesterton Abbey Bridge	-2,063	
King's Dyke	611	
Emergency Active Fund	785	

Lancaster Way	792	
Scheme Development for Highway Initiatives	437	
Wisbech Town Centre Access Study	2,304	
Total carry forward	25,323	
Revised phasing		
Boxworth to A14 Cycle Route	-550	Likely to be part of phase 2 Highways England funding - to be agreed
Hilton to Fenstanton Cycle Route	-500	Likely to be part of phase 2 Highways England funding - to be agreed
Buckden to Hinchingsbrooke Cycle Route	-780	Likely to be part of phase 2 Highways England funding - to be agreed
Dry Drayton to NMU	-251	Likely to be part of phase 2 Highways England funding - to be agreed
Bar Hill to Longstanton	-819	Start date delayed until developer has completed their work.
Waste - March HWRC	-209	
Waste - North Cambridge HWRC	-2,766	
Guided Busway	-4,079	
King's Dyke	1,189	
Wisbech Town centre access study	-3,359	Combined authority funded scheme
Total rephasing	-12,124	
New funding		
Northstowe Busway	128	S106 developer contribution
Strategy & Scheme development work	149	3rd party contributions
Bar Hill to Longstanton	52	Part of £3m funding from Highway England towards A14 cycling schemes
NMU Cycling scheme - Washpit Road	100	Part of £3m funding from Highway England towards A14 cycling schemes
NMU Cycling scheme - Longstanton Bridleway	388	Part of £3m funding from Highway England towards A14 cycling schemes
Carriageway & Footway Maintenance	250	Use of rebate from Skanska
Carriageway & Footway Maintenance	170	Revenue funding allocated to B1050 scheme
Pothole funding	4,000	Use of revenue to fund pothole work
S106 Cherry Hinton Road	330	S106 developer contribution
Combined Authority schemes	2,072	Combined authority funding
A505	143	Combined authority funding
Spencer Drove, Soham	158	Third party contributions
Total new funding	7,940	

Key to RAG ratings

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

Update as at 01.05.2021

Cambridge City Works Programme

Carried Forward from 2018/19

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

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Cllr Richard Howitt 30CPX02296	Petersfield	Great Northern Road	Civils - Zebra crossing	RED	Delayed until road adopted and becomes public highway. Covid-19 has delayed this process further as utility companies have currently stopped all adoptions.

Carried Forward from 2020/21

Total LHI Schemes 24
 Total Completed 21
 Total Outstanding 3

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Howitt	Petersfield	Various around ward	Street lights - Install 4 no new streetlights to provide additional lighting on footpaths.	GREEN	Work Complete
Cllr Bulat	Abbey	New Street	Raised Feature - Build out the kerbline to narrow the carriageway and afford better visibility for pedestrians. This will require the removal of two on road parking spaces. Construct a new flat top hump which will provide a flush surface, and remove the existing round-top hump.	RED	Work to commence 07/06
Cllr Manning	Chesterton	High Street	Civils - Raise the mini roundabout possibly using bolt down solution. Probably requires a patch under and resurfacing to tie into roundabout edge. Renew surrounding road markings.	GREEN	Works complete 17/04/21
Cllr Beckett	Queen Edith	Cavendish Avenue	Raised Features - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	RED	Waiting on responses from consultation sent out last week of May.
Cllr Howitt	Petersfield	Bateman Street	Raised Features - Replace the existing block paved speed cushions with rubberised bolt-down cushions, provide new lining, bollards, and cycle symbols along extent of scheme.	RED	Work to commence beginning of Half Term, 01/06 for 10 days

Current Schemes Forward for 2021/22

Total LHI Schemes 20
Total Completed 0
Total Outstanding 20

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Richard Howitt	Petersfield	Cambridge Place	Parking restrictions - Extend loading restriction into Cambridge Place though the narrow section. Add Diag 816 No Through Road sign.	GREEN	Design work commenced 19/04
Alex Bulat	Abbey	Occupation Road	Parking restrictions - Yellow lining to only allow parking on one side of the road to allow access for emergency vehicles.	GREEN	Design work commenced 19/04
Richard Howitt	Petersfield	Union road	Signs / Lines - Replace existing DYL waiting restriction with "School Keep Clear" marking with associated amendment to existing traffic order to run the length of school accesses. Refresh existing DYL markings on approaches, add 20 roundels and SLOW markings.	GREEN	Design commenced 26/04
Alex Bulat	Abbey	The Homing's	Street lights - Exact amount of lights to be determined upon review and consultation, current allowance for 6 no.	GREEN	Design with local member for comment and review.
Elisa Meschini	Kings Hedges	Cameron Road	Raised features - Installation of cushions to help reduce vehicle speeds in the vicinity of the Ship Pub.	GREEN	Design with local member for comment and review.
Alex Beckett	Queen Edith's	Hills Road	Parking Restrictions - Double yellow lines for length of Hills Road access road - from 321 - 355	GREEN	Design with local member for comment and review.
Catherine Rae	Castle	Street Lights - Various	Street Lights - 2 no locations around the ward (Garden Walk / Sherlock Road) which currently have significant areas of unlit path.	GREEN	Design with local member for comment and review.
Catherine Rae	Castle	Huntingdon Road	Signs / MVAS - Warning signs in advance of zebra crossing and MVAS unit.	GREEN	Design work commenced 26/04
Neil Shailer	Romsey	Coldhams Ln	MVAS unit.	GREEN	
Gerri Bird	Chesterton	Fallowfield / May Way / Orchard Avenue	Street lights - Various locations around Chesterton ward to improve lighting in existing dark spots.	GREEN	Design work commenced 26/04
Richard Howitt	Petersfield	Saxon Street	Access restriction - Provide diagram 619 with sub plate "Except for Access" with relevant legal order. Signs are not legally required to be lit as within a 20mph zone but should be considered as the signs might be very hard to distinguish in the dark.	GREEN	Design with local member for comment and review.
Catherine Rae	Castle	Albert St	Civils - New surface water drainage system, and improvements to the entrance of Albert St off Chesterton Road including imprint paving, new signs and new lining.	GREEN	
Elisa Meschini	Kings Hedges	Green End Road	Parking restrictions - yellow lining to both sides of the road to allow access for vehicles and increase visibility.	GREEN	Design with local member for comment and review.
Bryony Goodliffe	Romsey	Birdwood Rd	Raised Features - Speed cushions	GREEN	Design work commenced 26/04
Alex Bulat	Abbey	Riverside Bridge	Civils - Relocation of existing bollards and signs/lines to make it a clearer route for cyclists and pedestrians.	GREEN	Design with local member for comment and review.
Nick Gay	Market	Green Street	Signs / lines - change to NMU route between certain hours of the day to create a pedestrian zone for majority of hours during day	GREEN	Consulting with GCP and City Council regarding proposal.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Gerri Bird	Chesterton	Chestnut Grove	Parking restrictions - DYL waiting restriction at junction	GREEN	Design with local member for comment and review.
Neil Shailer	Romsey	Coldhams Ln 256 - 258	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	GREEN	
Bryony Goodliffe	Cherry Hinton	Fishers Lane	Parking restrictions - Double Yellow Lines.	GREEN	Design work commenced 19/04
Elisa Meschini	Kings Hedges	Nuffield Road	MVAS / Signs / Lines - 20mph repeater and road markings as needed	GREEN	Design approved by local member, next stage costing.

Huntingdonshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21
Total Completed 18
Total Outstanding 3

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Criswell	Pidley	B1040 High Street/ Oldhurst Road	Give Way feature	RED	Work largely completed. Speed cushions installed on 12.04.21. Awaiting installation of signs and road markings followed by RSA stage 3.
Cllr Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Delayed due to ongoing discussions. Parish Council requested a meeting with resident on site to discuss outstanding issues and progress the scheme further. Site meeting to be arranged now lockdown restrictions are lifted and the scheme to be delivered outside of nesting season.
Cllr Gardener	Winwick	B660	30mph speed limit	RED	Delayed due to discussions with Parish. Target cost received. Once received Parish Council shall be asked to confirm availability of their contribution.

Carried Forward from 2020/21

Total LHI Schemes 25
Total Completed 8
Total Outstanding 17

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Wilson	Huntingdon	Hinchingbrooke	Footway widening	GREEN	Work Complete
Cllr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	RED	Works Order raised. Awaiting programme date from contractor.
Cllr Wilson	Huntingdon	Butts Grove Way near Thongsley School and Coneygear Park	Installation of pedestrian crossing	GREEN	Work Complete
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	LA raised for trial hole to ascertain location of High Voltage main within footway.
Cllr West	Great Paxton	High Street	Priority narrowing's	RED	Site meeting took place in December 2020. Plans were sent for PC's approval. PC carried out informal consultation. As objections received, PC asked us to install speed cushions/ road humps instead. Site meeting to take place on 3rd June.
Cllr Bates	Hemingford Abbots	Common Lane, High Street and Ride away	Proposed 20 mph and 30mph speed limits	RED	LA raised. WO to follow.
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	RED	Following receipt of a target cost Officer in charge descope the scheme. Reduced scope to get agreed with PC. Site meeting with PC arranged for w/c 10/05/21.
Cllr Gardener	Stow Longa	Stow Road/ Spaldwick Road	Provision of 40mph buffer zones, gateway features and provision of MVAS	RED	Works Order raised. Posts and signs have already been ordered. Awaiting programme date from contractor.
Cllr Bywater	Elton	Overend	Proposed road narrowing and provision of a speed hump	RED	Scheme largely complete as of 30/04/21. Blank speed limit signs awaiting replacement.
Cllr Criswell	Kings Ripton	Ramsey Rd	Provision of a Mobile Vehicle Activated Sign (MVAS)	RED	Works order raised, awaiting programme date from contractor.
Cllr Gardener	Ellington	Grafham Road & Thrapston Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and mounting posts	GREEN	Work Complete
Cllr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	RED	Works Order raised. Awaiting programme date from contractor.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr McGuire	Yaxley	New Road, Norman Cross	Waiting restrictions and parking restrictions	GREEN	Main works completed. Awaiting installation date for one sign remaining to be installed from contractor.
Cllr Downes	Buckden	Mill Road	Provision of a Mobile Vehicle Activated Sign (MVAS). Improved lining and priority signage	RED	Revised proposal sent to PC for approval on 16/04/21.
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	AMBER	Equipment received. Posts requirements will be accommodated within speed limit. Parish Meeting are arranging 3rd party liability insurance.
Cllr Gardener	Great Staughton	The Causeway	Speed limit reduction to 30 mph and provision of a Mobile Vehicle Activated Sign (MVAS)	RED	Target cost received. Cost increase to be delt with. Further correspondence sent to PC. Their request for increased contribution to be reviewed.
Cllr Criswell	Colne	B1050 Somersham Road	Footway improvement	GREEN	Works Complete
Cllr Bywater	Stilton	North Street, High Street and Church Street	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Works Complete
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Scheme to be delivered in 2021/22 financial year. Detailed design to be sent for PC's approval by the end of July.
Cllr Bates	Hilton	B1040 / Potton Road	Conduct a feasibility study	GREEN	Works Complete
Cllr Rogers	Warboys	Ramsey Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and 40 mph buffer zone	AMBER	Works Order raised. Signs and posts have been ordered. Awaiting programme date from contractor.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	RED	Scheme to be delivered in 2021/22 financial year. Detailed design to be sent for PC's approval by the end of June.
Cllr Taylor	St Neots	Hawkesden Road, Priory Hill Road	Waiting restrictions	GREEN	Works Complete
Cllr Bywater	Holme	B660 Station Rd and B660 Glatton Lane	Provision of 30 mph speed roundel on a red high friction surface (HFS)	GREEN	Work Complete
Cllr Gardener	Great and Little Gidding	B660 egress from and ingress to the village	Provision of new warning signs and markings, installation of 40 mph buffer zones and village gateway features	RED	Revised scope of works approved by Parish Council. Works order raised. Signs and posts have been ordered. Works to be tied in with surface dressing works being delivered by Maintenance Team.

Current Schemes Forward for 2021/22

Total LHI Schemes 29
Total Completed 0
Total Outstanding 29

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

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

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

Fenland Works Programme

Carried Forward from 2019/20

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

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

Carried Forward from 2020/21

Total LHI Schemes 10
Total Completed 6
Total Outstanding 4

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gowing	Fenland Road Safety Campaign	Honey Farm Bends - Sixteen Foot	Installation of safety barriers	RED	Target costs received and revised, budget higher than feasibility, awaiting response from applicant on funding. TTRO applied for.
Cllr King	Tydd St Giles	Black Dike	Bridleway bridge repairs	GREEN	Works complete
Cllr Tierney	Wisbech	South Brink	Traffic Calming	RED	Draft design complete. Scheme on hold
Cllr Hay	Chatteris	Wenny Road	Speed reduction measures	GREEN	Works complete
Cllr King	Parson Drove	Sealeys Lane	New Footway	GREEN	Works complete
Cllr Connor	Benwick	Doddington Road	Mobile Vehicle Activated Sign	GREEN	Works complete
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Works complete
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	RED	Draft design approved by Parish Council. Target cost received and being reviewed to ensure scheme is within budget. Road Safety Audit process in progress.
Cllr Connor	Doddington	High Street	Footway improvements	GREEN	Works complete
Cllr King	Wisbech	North Brink	New one way	RED	Concept design has now been sent to Wisbech Town Council for approval. This will then move towards the detail design once agreed. Drainage survey target cost received, awaiting approval from applicant on costs.

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 0
Total Outstanding 10

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

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
	March	Creek Road / Estover Road	Footway widening / signing & lining	GREEN	In preliminary design
	Wisbech	New Drove / Leach Close	DYs at junction	GREEN	Design sent to Town Council for approval
	Whittlesey	Various (20mph)	20mph & associated traffic calming	GREEN	In preliminary design
	Whittlesey	Various (DYs)	DYs at junctions	GREEN	Draft proposal sent to applicant for discussion and review.
	Doddington	High Street	Adjust kerbing & resurface footway	GREEN	In preliminary design
	Gorefield	High Road	Footway resurfacing	GREEN	In preliminary design, site measures undertaken.
	Wimblington	Fullers Lane / Meadow Way	Extend existing 7.5T weight limit (signing)	GREEN	In preliminary design, site visit undertaken, meeting being arranged with Policy & Regulation team.
	Wisbech St Mary	High Road	30mph extension and traffic calming	GREEN	In preliminary design
	Parson Drove	Sealey's Lane	New footway construction	GREEN	In preliminary design, site measures undertaken.

East Works Programme

Carried Forward from 2020/21

Total LHI Schemes 13
Total Completed 7
Total Outstanding 6

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

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 0
Total Outstanding 10

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
	Fordham	Carter Street	Raised table and speed cushions	GREEN	In preliminary design
	Little Downham	B1411	Solar studs	GREEN	In preliminary design, site measures taken.
	Witchford	Main Street	Pedestrian crossing near school	GREEN	In preliminary design
	Soham	Northfield Road	Warning signs & improvements	GREEN	Applicant contacted to discuss preliminary design.
	Burwell	Ness Rd / Swaffham Rd / Newmarket Rd	40mph buffer zones	GREEN	In preliminary design, site measures taken.
	Stretham	Newmarket Rd	40mph buffer zone & priority give way	GREEN	In preliminary design
	Haddenham	The Rampart / Duck Ln / High St / Camping Cl	20mph limit with traffic calming	GREEN	In preliminary design

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
	Wilburton	Stretham Rd	30mph speed limit	GREEN	In preliminary design
	Coveney	Jerusalem Drove	Gateway with signing & lining	GREEN	In preliminary design
	Brinkley	Brinkley Rd / Six Mile Bottom / High St	40mph buffer zone	GREEN	In preliminary design

South Cambridgeshire Works Programme

Carried Forward from 2019/20

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

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

Carried Forward from 2020/21

Total LHI Schemes 18
 Total Completed 17
 Total Outstanding 1

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

Current Schemes for 2021/22

Total LHI Schemes 17
 Total Completed 0
 Total Outstanding 17

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

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

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

Trees

Countrywide Summary - Highway Service

Update as at 05.11.2020

Total to date Countywide (starting 1 January 2017)

Removed 202
Planted 2944

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

This financial year summary:

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

Comparison to previous month:

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

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

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

2018 - 2678 new trees planted as Ely Bypass Scheme

Feb 2020 43 trees were removed in relation to the A1303 Road Safety Scheme in East

Feb 2020 25 trees countywide came down during the recent storms Ciara and Dennis (16 in East and 9 in Hunts)

Key

Background colour	Highlights
Green	Tree Replaced

Cambridge City Tree Works

Total Removed in Current Month MAY 0
Total Planted in Current Month MAY 0

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

South Tree Works

Total Removed in Current Month MAY 1
 Total Planted in Current Month MAY 0

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

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

East Tree Works

Total Removed in Current Month MAY 0

Total Planted in Current Month MAY 3

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

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

Additional Trees

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

Total planted per area = **2800**

Fenland Tree Works

Total Removed in Current Month MAY 0
Total Planted in Current Month MAY 0

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

Huntingdon Tree Works

Total Removed in Current Month MAY 0

Total Planted in Current Month MAY 0

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

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

Summary of Place & Economy establishment (P&E) - Data reported as of 31st January 2021

The table below shows:






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

Notes on data:

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

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

Monthly Tracker of P&E True Vacancies

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

Appointments to Outside Bodies and Internal Advisory Groups and Panels, and the Appointment of Member Champions

To: Highways and Transport Committee

Meeting Date: 22 June 2021

From: Democratic Services

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: To appoint to Outside Bodies and Internal Advisory Groups and Panels, and appoint Member Champions to lead on specific subject areas.

It is important that the Council is represented on a wide range of outside bodies to enable the Council to provide clear leadership to the community in partnership with citizens, businesses and other organisations.

Recommendation: It is recommended that the Highways and Transport Committee:

- (i) review and agree the appointments to outside bodies as detailed in Appendix 1.
- (ii) review and agree the appointments to Internal Advisory Groups and Panels, as detailed in Appendix 2.
- (iii) appoint a Cycling Member Champion responsible for promoting the interests of cycling across all aspects of the Council's work, linking in with the health and well-being responsibilities of the authority.
- (iv) appoint a Transport and Health Member Champion to promote joined up working on transport issues between the Environment and Green Investment Committee, Highways and Transport Committee, the Adults and Health Committee and Public Health.

- (v) delegate, on a permanent basis between meetings, the appointment of representatives to any vacancies on outside bodies, groups and panels, within the remit of the Highways and Transport Committee, to the Director, Place and Economy in consultation with the Chair, Highways and Transport Committee.

Officer contact:

Name: Daniel Snowdon
Post: Deputy Democratic Services Manager
Email: Daniel.snowdon@cambridgeshire.gov.uk
Tel: 01223 699177

Member contacts:

Names: Councillor Peter McDonald / Councillor Gerri Bird
Post: Chair / Vice Chair
Email: Peter.McDonald@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 The County Council's Constitution states that the Highways and Transport Committee has authority to nominate representatives to Outside Bodies other than the Combined Authority, Greater Cambridge Partnership, Cambridgeshire and Peterborough Fire Authority, the County Councils Network Council, and the Local Government Association.
- 1.2 The Committee also has authority to determine the Council's involvement in and representation on County Advisory Groups. The Committee may add to, delete, or vary any of these advisory groups, or change their composition or terms of reference.
- 1.3 Appointments to Outside Bodies and Internal Advisory Groups and Panels are agreed by the relevant Policy and Service Committee.
- 1.4 On 2 June 2020, the Committee agreed to delegate, on a permanent basis between meetings, the appointment of representatives to any outstanding outside bodies, groups, panels and partnership liaison and advisory groups, within the remit of the Highways and Transport Committee, to the Chief Executive in consultation with the Chair of Highways and Transport Committee.
- 1.5 It is important that the Council is represented on a wide range of outside bodies to enable the Council to provide clear leadership to the community in partnership with citizens, businesses, and other organisations.

2. Main Issues

- 2.1 The outside bodies where appointments are required are set out in Appendix 1 to this report. The previous representative(s) is indicated. It is proposed that the Committee should agree the appointments to these bodies.
- 2.2 The internal advisory groups and panels where appointments are required are set out in Appendix 2 to this report. The previous representative(s) is indicated. It is proposed that the Committee should agree the appointments to these bodies.
- 2.3 The Committee is also asked to consider the appointment of a Member Champion for Cycling, and for Transport and Health.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

- 3.2 A good quality of life for everyone

There are no significant implications for this priority.

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Significant Implications

4.1 There are no significant implications within these categories

Resource Implications

Procurement/Contractual/Council Contract Procedure Rules Implications

Statutory, Legal and Risk Implications

Equality and Diversity Implications

Engagement and Communications Implications

Localism and Local Member Involvement

Public Health Implications

Environment and Climate Change Implications on Priority Areas

5. Source documents

5.1 [Membership of Outside Bodies and Internal Advisory Groups and Panels](#)

Cambridgeshire County Council

Appointments to Outside Bodies: Policy and Service Committees

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Guidance Classification	Committee to Approve
A47 Alliance Steering Group To act as a special interest group to support the strategic case for improvements on the A47 corridor between the port at Great Yarmouth and the A1. The A47 Alliance shall support the transport authorities along the route, the New Anglia Local Enterprise Partnership (LEP) and the Greater Cambridge Greater Peterborough LEP.	2	1	Previously: Councillor I Bates (Con)	Chris Walton Democratic Services Norfolk County Council 01603 222620 Chris.walton@norfolk.gov.uk	Other Public Body representative	Highways and Transport
Cambridgeshire and Peterborough Road Safety Partnership Strategic Management Board The Partnership (CPRSP) is a public sector initiative formed in April 2007 to provide a single point of contact for the provision of road safety work and information.	4	1	Previously: Councillor M Shuter (Con)	Matt Staton Road Safety Partnership Delivery Manager 01223 699652 Mobile: 07590 618436 matt.staton@cambridgeshire.gov.uk	Other Public Body representative	Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Guidance Classification	Committee to Approve
<p>England's Economic Heartland Strategic Alliance – Strategic Transport Forum</p> <p>The Strategic Transport Forum is the Heartland's Sub-national Transport Body and allows partners to work together with one voice when formulating policy.</p>	TBC	2	<p>Previously:</p> <p>Councillor I Bates (Con) Councillor S Count (Con)</p> <p>Substitute:</p> <p>Councillor L Nieto (Con)</p>	<p>Steve Cox Executive Director: Place & Economy</p> <p>01223 715660</p> <p>graham.hughes@cambridgeshire.gov.uk</p>	Other Public Body representative	Highways and Transport
<p>Fenland Association for Community Transport (FACT) Board</p> <p>The purpose of the Board of FACT is (a) to monitor current progress to date, to have an overview of current services and provide advice where required, suggest improvements, and (b) to steer FACT (and HACT, its parallel service in Huntingdonshire) towards meeting future need, including new initiatives, projects, potential sources of funding</p>	4	1	<p>Previously:</p> <p>Councillor C Boden (Con)</p>	<p>Steve Shannon Fenland Association for Community Transport Ltd</p> <p>01354 661234</p> <p>www.fact-cambs.co.uk</p>	Member of a Management Board of a "Registered Society" under the Co-operative and Community Benefit Society Act 2014.	Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Guidance Classification	Committee to Approve
<p>Huntingdon Association for Community Transport (HACT) Board</p> <p>The purpose of the Board of HACT is to (a) monitor current progress to date, to have an overview of current services and provide advice where required, suggest improvements, and (b) to steer HACT (and FACT, its parallel service in Fenland) towards meeting future need, including new initiatives, projects, potential sources of funding.</p>	4	1	<p>Previously:</p> <p>Councillor C Boden (Con)</p>	<p>Steve Shannon Fenland Association for Community Transport Ltd</p> <p>Tel: 01354 661234</p> <p>www.hact-cambs.co.uk</p>	Trustee of a Charity	Highways and Transport
<p>Parking and Traffic Regulations Outside London Adjudication Joint Committee (PATROL) & Bus Lane Adjudication Joint Committee (BLASJC)</p> <p>PATROL represents over 300 local authorities in England (outside London) and Wales</p>	As required	1 + substitute	<p>Previously:</p> <p>Councillor A Taylor (LD)</p> <p>Substitute – Vacancy</p>	<p>Philip Hammer Parking Operations Manager</p> <p>01223 727903</p> <p>Philip.hammer@cambridgeshire.gov.uk</p> <p>Andy Diamond Joint Committee Support Officer</p> <p>adiamond@patrol-uk.info</p>	Other Public Body representative	Highways and Transport

As at 2nd June 2021

Appendix 2

Appointments to Internal Advisory Groups and Panels

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Committee to Approve
HGV Working Group	TBC	6	Cllr Criswell (Con) Cllr Connor (Con) Cllr Hunt (Con) Cllr Smith Cllr Kavanagh (Lab) Cllr Dupre (LD)	Sharon Piper Policy & Regulation Manager Sonia Hansen Traffic Manager	Highways and Transport
HGV Diamond Area Steering Group To oversee the HGV Diamond area work to assess traffic and HGV movements and endorse the outcomes and make recommendations in respect of the diamond area between the A141, A142 and the A10.	TBC	5	Councillor I Bates (Con) Councillor S Criswell (Con) Councillor B Hunt (Con) Councillor K Reynolds (Con) Councillor T Wotherspoon (Con) Members to nominate their own substitutes Councillor M McGuire (Con)	Lou Mason-Walsh Lou.Mason-Walsh@cambridgeshire.gov.uk 01223 699269	Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Committee to Approve
Highways and Improvement Panels Established to consider and make recommendations to the Highways and Infrastructure Committee on the allocation of funds for locally led minor highway improvements.			See listings below – Previous appointments listed	Josh Rutherford (City & South) Anna Chylinska-Derkowska (Hunts) TBC (Fenland & East)	Highways and Transport
East Cambridgeshire LHI Panel	1	6 (subs allowed)	Councillor D Ambrose Smith (Con) Councillor A Bailey (Con) Councillor L Dupre (LD) Councillor M Goldsack (Con) Councillor B Hunt (Con) Councillor J Schumann (Con)		Highways and Transport
Fenland Rural LHI Panel	1	6 (subs allowed)	Councillor D Connor (Con) Councillor S Count (Con) Councillor J Gowing (Con) Councillor S Hoy (Con) Councillor S King (Con) Councillor S Tierney (Con)		Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Committee to Approve
Huntingdonshire LHI Panel	1	7 (subs allowed)	Councillor S Bywater (Con) Councillor S Criswell (Con) Councillor P Downes (LD) Councillor I Gardener (Con) Councillor M McGuire (Con) Councillor T Sanderson (Ind) Councillor G Wilson (LD)		Highways and Transport
South Cambridgeshire LHI Panel	1	6 (subs allowed)	Councillor H Batchelor (LD) Councillor R Hickford (Con) Councillor D Jenkins (LD) Councillor S Kindersley (LD) Councillor M Smith (Con) Councillor T Wotherspoon (Con)		Highways and Transport
Cambridge City LHI Panel	1	6 (subs allowed)			Highways and Transport
King's Dyke Member Advisory Group To oversee the continued development and delivery of the Scheme and provide a forum for key issues to be considered. The group comprises stakeholders, local County and District Members.	4	1	Councillor D Connor (Con)	Lee Baldry Team Leader Highway Projects Lee.baldry@cambridgeshire.gov.uk 01223 729136	Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Committee to Approve
<p>March Area Transport Study Steering Group</p> <p>To assist in the review and development of schemes identified by the March Area Transport Study.</p>	TBC	2	<p>Councillor French (Con) Councillor Gowing (Con)</p> <p>Substitute – Councillor Connor (Con)</p>	<p>Steve Newby Steve.Newby@cambridgeshire.gov.uk 01223 699811</p> <p>Matt Bowles Matt.bowles@cambridgeshire.gov.uk 01223 706722</p>	Highways and Transport
<p>Transport Strategy for Fenland Member Steering Group</p> <p>The Transport Strategy for Fenland will form part of the suite of district-wide transport strategies which support the Local Transport Plan (LTP) for Cambridgeshire. It will seek to outline a transport vision and emerging transport infrastructure requirements for Fenland.</p>	4	2	<p>Councillor D Connor (Con) Councillor J Gowing (Con)</p>	<p>James Barwise James.Barwise@cambridgeshire.gov.uk 01223 703522</p>	Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Committee to Approve
<p>Transport Strategy Huntingdonshire Member Steering Group</p> <p>To assist in the review and development of the Huntingdonshire Transport Strategy.</p>	4	4	<p>Councillor I Bates (Con) Councillor S Criswell (Con) Councillor R Fuller (Con) Councillor T Sanderson (Con)</p> <p>Two subs to be appointed Councillor M McGuire (Con)</p>	<p>James Barwise James.Barwise@cambridgeshire.gov.uk</p> <p>01223 703522</p>	Highways and Transport
<p>Wisbech Access Strategy Member Advisory Group</p> <p>Growth Deal Funding of £1 million has been allocated to the Wisbech Access Strategy, with a further £10.5 million conditional upon delivery of an acceptable package of measures.</p>	6	2	<p>Councillor S Hoy (Con) Councillor S Tierney (Con)</p>	<p>David Mitchell Interim MID Team Manager david.mitchell@cambridgeshire.gov.uk</p> <p>01223 706805</p>	Highways and Transport

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Contact Details	Committee to Approve
<p>A505 Royston to Granta Park Strategic Growth and Transport Study Steering Group</p> <p>To assist in the review and development of schemes identified by the Royston to Granta Park Strategic Transport and Growth Study.</p>	3	3	<p>Councillor I Bates (Con) Councillor R Hickford (Con) Councillor M Shuter (Con)</p> <p>Substitutes:</p> <p>Councillor L Harford (Con) Councillor S van de Ven (Lib Dem) Councillor T Wotherspoon (Con)</p>	<p>Natasha Hincks</p> <p>Natasha.Hincks@cambridgeshire.gov.uk 01223 715487</p> <p>Karen Kitchener</p> <p>01223 715486 Karen.Kitchener@cambridgeshire.gov.uk</p>	Highways and Transport

Highways and Transport Policy and Service Committee Agenda Plan

Published on 1st June 2021

Notes

The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12.

* indicates items expected to be recommended for determination by full Council.

+ indicates items expected to be confidential, which would exclude the press and public.

The following are standing agenda items which are considered at every Committee meeting:

- Minutes of previous meeting and Action Log
- Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
27/07/21	Appointments to outside bodies	Democratic Services	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	A14 Network Issues	Andy Preston	Not Applicable		
	Mill Road TRO	Sonia Hansen	Not Applicable		
	Reclassification of A1123 and A1421	Sonia Hansen	Not applicable		
	Major Infrastructure Project Delivery	Alex Deans	Not Applicable		
	Cambridgeshire County Council's response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme- Public Consultation on Ely South.	Jack Eagle / Andy Preston	Not Applicable		

	Road Safety Schemes	Matt Staton	2021/044		
	Agenda plan	Democratic Services	Not Applicable		
07/09/21					
	Appointments to outside bodies	Democratic Services	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Proposed Cambridge County Council, on behalf of Greater Cambridge Partnership (Cambridge South East Transport Scheme) Order	Jane Osayimwen	Not applicable		
	Utility Company Interface and Provision of Timely and Accurate Information Relating to Highway Schemes	Sonia Hansen	Not applicable		
	CSET	Jane Osayimwen	Not applicable		
	Annual Highways Report	Emma Murden	Not applicable		
	Road Safety Annual Review	Matt Staton	Not applicable.		
	Civil Parking Enforcement	Sonia Hansen	2021/048		
	Reclassification of A1123 and A1421	Sonia Hansen	2021/042		
	Winter Plan 2021/22	Jonathan Clarke	2021/036		
	Agenda plan	Democratic Services	Not Applicable		
[04/11/21]	<i>Reserve Date</i>				
07/12/21				25/11/2021	29/11/2021
	Appointments to outside bodies	Democratic Services	Not Applicable		

	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda plan	Democratic Services	Not Applicable		
<i>[25/01/22]</i>	<i>Reserve Date</i>				
08/03/22				24/02/22	28/02/22
	Appointments to outside bodies	Democratic Services	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda plan	Democratic Services	Not Applicable		
<i>[26/04/22]</i>	<i>Reserve Date</i>				

To be scheduled

Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)

Please contact Democratic Services democraticservices@cambridgeshire.gov.uk if you require this information in a more accessible format

