

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 05 March 2024

Democratic and Members' Services
Emma Duncan
Service Director: Legal and Governance

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

Red Kite Room
New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1. **Apologies for absence and declarations of interest**
Guidance on declaring interests is available at <http://tinyurl.com/cc-conduct-code>
2. **Public minutes Highways and Transport Committee held 23rd January 2024** **5 - 16**
3. **Petitions and Public Questions**

KEY DECISIONS

4. **Puddock Road Safety Scheme** **17 - 24**
5. **BP Witchford Road Non-Motorised User Crossing** **25 - 36**

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8.	Transport Strategy Action Plans and Integrated Transport Block Funding	225 - 288
9.	Procurement of Legal Advice on the Guided Busway	289 - 292

OTHER DECISIONS

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13.	Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies	363 - 366

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The Highways and Transport Committee comprises the following members:

Councillor Alex Beckett (Chair) Councillor Neil Shailer (Vice-Chair) Councillor Gerri Bird
Councillor Piers Coutts Councillor Claire Daunton Councillor Lorna Dupre Councillor Janet
French Councillor Ian Gardener Councillor Anne Hay Councillor Bill Hunt Councillor
Simon King Councillor Peter McDonald Councillor Brian Milnes Councillor Catherine Rae
and Councillor Alan Sharp

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Highways and Transport Committee: Minutes

Date: 23 January 2024

Time: 10:00am to 1.10pm

Present: Councillors Alex Beckett (Chair), Neil Shailer (Vice-Chair), Piers Coutts, Claire Daunton, Doug Dew, Lorna Dupré, Jan French, Ian Gardener, Anne Hay, Bill Hunt, Simon King, Peter McDonald, Elisa Meschini, Lucy Nethsingha and Alan Sharp

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

185. Apologies for Absence and Declarations of Interest

Apologies were received from Councillors Brian Milnes (Councillor Lucy Nethsingha substituting) and Councillor Gerri Bird (Councillor Elisa Meschini substituting).

Councillor Simon King declared a personal interest as member of Cambridgeshire Local Access Forum.

186. Minutes – 5 December 2023 and Action Log

The minutes of the meeting held on 5 December 2023 were agreed as a correct record.

The updated action log was noted. In relation to the Wisbech Access Strategy, members noted that the technical work had been completed, and securing funding was the next stage of the process. Dialogue would continue with the Cambridgeshire and Peterborough Combined Authority (CPCA), and it was noted that each funding strand would have requirements that would need to be met before it was released. An update to the Committee on the Strategy would be considered at a future meeting.

187. Petitions and Public Questions

There were two public questions and no petitions. The public questions were heard under the relevant agenda items and attached, together with the responses, are available on the County Council's website.

188. Business and Financial Plan 2024-2029

The Committee received a report that set out the Business and Financial Planning proposals for 2024-29. The purpose of the report was to scrutinise the proposals and ask officers of questions and put forward considerations to the Strategy, Performance and Resources Committee.

Section 3 outlined the proposed contribution of the Committee to the strategic framework of the Council, in meeting the ambitions of the Council, and successes to date. Attention was drawn to feedback received from the residents who participated in the quality of life survey. 76% of those who had responded indicated that they were dissatisfied with the condition of highways, and as a result £9M of revenue funding would be invested in Highways from 2024-26.

Section 4 summarised proposed changes to the revenue budget inflationary pressures, and further information on the Highways £9M revenue programme, and savings proposed including the continuation of the street lighting project, replacing existing lanterns with more energy efficient LED lanterns, which would deliver £1M of savings in 24/25. In addition, £150K savings had been identified resulting from investment in recycling facilities. The report also highlighted increases in income, including a review of car parking tariffs and street works charges. Appendix 2 to the report provided a full schedule of fees and charges, and Appendix 1 listed key components of the £74M capital programme.

The Committee received a public question on this item, which was published on the Council's website, together with the response.

During discussion of the report, members raised the following points:

- clarity was sought regarding the difference between the delivery of the drainage schemes in 2023/24, and the specific proposed additional allocation for 2024/25 for drainage cleansing and management. Responding, officers advised that the former referred to specific schemes where there were structural interventions on pipes, replacing and replenishing assets as appropriate. The cleansing and management referred to the day to day gully clearing and emptying out of soakaways. The member sought reassurance that the two elements of maintenance were running effectively, and in parallel. Officers confirmed that this was the case, and that the cleansing often indicated where major work was required, driving the major interventions;
- welcomed the focus on gully clearing, and the comprehensive approach being taken. However, the member commented that none of the parishes in his division had been included to date, and he asked about the plan going forward. Officers confirmed that they were working round the network on a cyclical basis and all parishes would be included in the two year programme. The full programme would be published at the start of the financial year so members and residents could see where they were on that programme;
- a member was delighted to see the improvements to the A10 between Ely and the A14 were being highlighted in the report, and pleased to note the spotlight going on the crossing of the A10, the "BP roundabout" which has been an issue of concern for residents;
- noting the response to the public question, a member suggested that there should be a specific acknowledgement to the value of equestrians in the context of road maintenance hierarchy work, and officers agreed to do this;

- queried the savings to be made by replacing street lights with LED lanterns. Officers confirmed that £1M savings had been identified in 2024/25, but further savings were profiled for subsequent years. It was also noted the energy prices fluctuated, this impacted on the current forecasts;
- commented that the latest copy of cyclic gully cleaning programme focused on the south and west of the county, and asked what the rationale behind this focus, i.e. who made that decision given the desperate need for cyclical cleaning in other areas of the county which experienced significant flooding problems. Officers confirmed that the cycle ran over two years, so each area would be visited regularly. When there were reports of blocked systems that were causing highway issues, a targeted approach was taken on top of the cyclical maintenance programme. There had been considerable mapping of gulleys and technology over the last two years, and officers confirmed that prioritisation was based on need;
- regarding priority led investment, a member was pleased to note the report addressed many actions that needed to be undertaken, albeit with limited resources. At the Environment and Green Investment Committee (E&GI) members had requested additional funding for emergency planning, which had been universally supported. Increasingly frequent and severe storms and extreme weather events were impacting on communities across the county, and greater resilience needed to be developed. Communications between agencies and partners and with the public were key. Increasingly planning was required around civil contingencies given the increasing frequency of these weather events;
- noted that £400K had been identified for enhancing Public Rights of Way (PRoW), but that the sum of £1M was also cited. Officers explained the revenue funding of £400K was for regular and cyclic maintenance, e.g. repairs to stiles and fences. The capital proposal of £1M involved larger scale improvements to routes and larger repairs required such as bridges and providing new access points along routes. A member commented that day to day maintenance was really important, as it helped secure improvements to active travel. It was confirmed that the level of investment was significant but needed to be spread across the whole network;
- asked officers if they were confident that this significant investment in highways would make a difference, given that there had been major concerns about the state of the county's roads for some years, and the issues with the Milestone contract specifically. Officers outlined how more resources and a more stable structure, especially in project delivery, would make a difference to the county's roads. Together with holding Milestone to account, using the best procurement route depending on the programme, and investment in the Highways teams would ensure improvements in responsiveness and timeliness of highway interventions.

Whilst supporting investment into highways, Councillor Sharp commented that the Conservative Group would not be supporting the budget.

The Executive Director of Place and Sustainability summarised the debate as follows:

The Highways and Transport Committee welcomed the investment in highways, including schemes such as the A10 and work on gullies, and in footways, streetlighting, signage, cycleways and weeding. The H&T Committee sought clarification on:

- *The payback period for streetlighting.*
- *The allocation of gullies funding based on assessment of need.*
- *How funding on public rights of way differs revenue and capital, and that there is more investment in the general maintenance from £0.4 million more revenue.*
- *The £20 million investment and how this would be spent. It was confirmed that this will come back to Committee.*

Following discussion surrounding recent events and a call for more on prevention, preparation and response, the H&T Committee asked that Strategy, Resources and Performance Committee consider further investment into Emergency Planning.

It was resolved by a majority to:

- a) consider and scrutinise the proposals relevant to this Committee within the Business and Financial plan put forward by the Strategy, Resources and Performance Committee, 19 December 2023;
- b) recommend changes and /or actions for consideration by the Strategy, Resources and Performance Committee at its meeting on 30 January 2024 to enable a budget to be proposed to Full Council on 13 February 2024;
- c) receive the fees and charges schedule for this Committee included at appendix 2.

189. Review of the Highways Operational Standards in Relation to Weed Management

The Committee considered a review of Highways Operational Standards in Relation to Weed Management.

As part of financial year 2023/24 business planning process, the Council had agreed a policy change to a largely non-chemical, reactive approach to weed management. In the Autumn of 2023, a review of the policy change was undertaken, to gauge the impact on communities. It was recognised that there were lessons to be learned, and the report set out the proposed approach, including the reintroduction cyclical weed treatment in urban areas.

During discussion of the report, members raised the following points:

- how this experience emphasised the importance of effective communication with partners, and that it was helpful for members to know in advance the detail of those communications;
- previously it had been reported that the policy change would result in a saving of £120K. This report then stated that the cost for weed removal in 2024/25 would be £180K, and presumably this increase was due to weeds not being treated properly

during the previous year. The member commented that those communities that opted out of chemical weed removal needed to provide an evidence base to prove that their residents were supportive of that approach. Given the damage to the highway caused by not undertaking chemical weed control for one year, it was questioned what would be the likely costs going forward for areas opting out. It was confirmed that those communities that were opting out, were undertaking weed control using non chemical means, and officers would ensure that those communities were supportive of that approach. The additional costs factored in the physical removal;

- asked if there were any Health & Safety implications for those communities undertaking their own weed control, and how that process was managed, particularly near busy roads. Officers confirmed that those communities choosing to physically remove would be in accordance with the Council's policies and relevant Health & Safety legislation;
- queried the approach with regard to ragwort, Japanese knotweed and hemlock, the suggestion being that the latter could be dangerous to cyclists. It was confirmed that ragwort and Japanese Knotweed had continued to be treated with chemical weedkiller during the change of policy. Officers agreed to check the situation with regard to hemlock. A Member advised that there was a lot of hemlock in East Cambridgeshire last year so there was experience in managing this weed; Action
- a member commented that the change had been introduced in a rushed manner and there had been insufficient communications;
- advised that concerns had been raised in Cambridge City about biodiversity and the spraying of chemicals, and noted the alternative options that could be used, set out in Appendix 3 of the report. There were issues about how verges and public spaces were managed to support biodiversity and a balance need to be struck;
- welcome the ability for communities to decide for themselves and determine their own approach to weed management. An outcome focussed approach needed to be taken, as ultimately weeds should not be causing a problem in roads and drains. It was suggested that a more joined up approach need to be taken with partners, e.g. road sweeping;
- commented that road use was very different across the county, and this underlined the importance of consultation, and the importance of learning from experiences.

It was resolved to:

- a) note the outcomes of the review that has been undertaken regarding the implementation of the current weeds management policy that was introduced in April 2023 as outlined at Appendix 1;

- b) approve the draft revised Highways Operational Standards as outlined at Appendix 2 in relation to the management of weeds for consultation with local stakeholders;
- c) delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Committee to approve the final draft of the Highways Operational Standards following consultation with stakeholders.

190. Peat Soil Affected Roads - Safety and Management Plans

Members considered a report regarding the safety and management plans for peat soil affected roads. The particular issues relating to these type of roads, including their susceptibility to extreme weather events, were detailed in the report. Over 150 such routes had been identified across the county that have heavy usage. The report set out the proposed approach over both the short and long term to these roads, with a special focus on safety and risk.

A member stressed the importance of this issue for residents across the county. Many of the county's roads that were not designed for the current usage, and these roads had had insufficient investment for decades, and these problems were exacerbated by the impact of Climate Change and extreme weather. This major project required practical intervention, lobbying, engagement and communication. A strong lobby to government would be vital to identify and release the required funding. The member sought assurance that there would be strong member oversight of this issue, and noted that a number of these peat affected road were strategic A-roads, carrying huge volumes of traffic. Additionally there were roads with much lighter usage, where maintenance was vital for the communities served: interventions needed to be targeted to the individual community. The member also referenced winter maintenance, and commented that some of these roads may be more dangerous in winter weather, and they may be needed to be gritted. The Chair agreed that central funding was key, and whilst national funding was often focussed on new roads, there was little focus centrally on investing in existing roads. It was noted that the Lobbying plan set out timescales and this would be developed further. A model had been developed for the assessment of routes, and that model would be used to prioritise routes, especially where safety was an issue e.g. high banks.

During discussion of the report individual members:

- queried Twenty Pence Road in Wilburton, and whether it would include that part of the road in Cottenham, as it covered two divisions. The member also asked for good communications with Local Members. Officers agreed to respond separately on the local issues raised. Another member stressed the need for more member engagement;
- observed diversions often send inappropriate vehicles down unsuitable roads;
- observed that the significant number of large agricultural vehicles in the county caused weight issues and hastened degradation of these roads. Another member

agreed, observing that the size and weight of the largest agricultural vehicles had increased substantially in recent years;

- stressed the importance of consultations with towns and parish councils, including adjacent parishes, where appropriate;
- welcomed that signs would be visible and inspected, and asked how often both Milestone and Local Highways Officers would be inspecting these roads. It was noted that Appendix 2 to the report set out guidance for Local Highways Officers. With regard to the more technical assessments by Milestone, officers agreed to confirm this information. **Action;**
- suggested that Highways England was included in the list of partners in Appendix 4. The member also suggested using social media to raise awareness with central government, especially petitions. He also suggested forming alliances with neighbouring upper tier authorities. He felt it was very important to keep the momentum going on this issue;
- observed that the review undertaken was very comprehensive and was a huge step forward;
- highlighted the importance of the peat soil affected routes to communities and the county's economy.

It was resolved to:

- a) agree the actions set out in this report to manage the peat soil affected roads following the motion of 17 October 2023.
- b) note the work undertaken to identify and prioritise peat soil affected roads.
- c) note that the actions outlined in this report can be delivered within the proposed budget for 24/25 onwards and through existing compliant procurement routes.

(Councillor Gardener left the meeting)

191. Active Travel Network Maintenance Hierarchy

Members received a report on changes to the Highways Operational Standards, which set out approaches to support active travel through highway maintenance, by establishing an Active Travel Network Hierarchy.

The Committee received a public question on this item which is published on the Council's website, together with the response.

The Chair observed that the Budget proposals put forward by the Joint Administration earlier in the meeting included a significant increase in the maintenance budget for Public Rights of Way, which would benefit all road users.

While discussing the report, Members:

- asked if reassurance could be given that there would be an inspection scheme in place to ensure that the hierarchy was implemented fully? Officers advised that if the hierarchy was adopted and implemented it would act as a platform to undertake regular inspections to identify and repair road safety defects. It was confirmed that Local Highways Officers were focussed on highways, and that there were a number of Public Right of Way officers who carried out a similar role on PRowS, bridleways, etc. It was confirmed that the implementation of the hierarchy would result in a more managed network approach to maintenance rather than the current reactive approach;
- thanked officers for their engagement with the Cambridgeshire Local Access Forum;
- asked how this would increase the protection of grass roots. Officers explained that the hierarchy would enable officers to identify where there was likely to be pressure on roots through new developments, and provide the evidence base for discussions around routes that have historic or environmental value, whilst still facilitating improvements for wider active travel. The member welcomed this approach and asked how officers would factor in protecting the interests of existing users and how consultation would be carried out to ensure all views were accounted for. Officers confirmed that consultation was included in the development of the hierarchy work. Existing users' interests would be protected, and there was a process to ensure consultation and engagement, including involvement of the Local Access Forum. It was confirmed that changes to the network was a separate matter with separate processes. The Member commented that it would be helpful to include a reference to the difference in policies;
- requested that the Farms Working Group was involved in the discussions on PRowS;
- observed that in many areas there were no cycleways, and cyclists used highways which had potholes. It was important that those potholes, especially on the margins of the road, were dealt with. It was noted that section 3.4b addressed those issues;
- noted that the results of the consultation would be considered by the Committee at its September meeting;
- in response to a member question, noted that the hierarchy would assist with prioritisation for different users. The changes to Highways Operational Standards would ensure that when officers carry out dynamic risk assessment on a defect, the changes would make the prioritisation explicit;
- with regard to signs and lines, a member commented that it would be helpful if the maintenance of signage was included, so that there were checks on signage as part of the scheme. It was confirmed that some funding had been identified for improved signage and "way finding".

It was resolved to:

approve the changes to the Highways Operational Standards that support maintenance for active travel, as set out in Paragraphs 3.4 and 3.5 of this report.

(Cllr S King left the meeting)

192. Performance Management Update

The Committee received a report that presented an update on Performance Management across the Place and Sustainability directorate.

During discussion, Members:

- asked for clarity on the vacancy rate column. Action;
- welcomed the good news on highways maintenance roles being filled, and hoped this would be reflected in improvements to communication with members. It was confirmed that there would be greater capacity to communicate with Members, and communication also formed part of the broader Highways communications programme there was a focus on improving communications with Councillors;
- queried the lack of data for growth in active travel in 2022 and also requested a deeper dive into the detail behind Indicator 39 (percentage of road network in Green/Amber/Red condition);
- strongly welcomed the Vision Zero ambition to reduce road traffic accidents;
- requested more information on the underlying indicators which fed into the higher level indicators. It was confirmed that this would be reported in reports from April onwards.

It was resolved to:

- a) note the progress that is being made in developing a performance framework for the Highways and Transport Committee
- b) approve the recommendations set out in 2.5 of this paper.

193. Place and Sustainability Risk Register

Members received a report that gave an update to the approach to risk management across the organisation, and the risk register, including risks specific relevant to the Highways and Transport Committee.

It was confirmed that a full version of the report and supporting papers was available on the website.

A Member asked about adverse weather risk, noting that whilst contingency plans were in place, were unforeseen/worsening weather patterns were being planned for? It was

confirmed that the regular review process should pick up those challenges and how to better manage those risks. On Highways specifically, part of the review of the Winter Maintenance service was to bring the Council in line with DfT's approach to creating a resilient network, which was partly achieved by relevant officers working closely with specialist weather service providers. The budget proposals included increased investment in dealing with future climate risk. It was agreed that a Member briefing on this area would be helpful. Action.

It was resolved to:

note the update from the Place and Sustainability Directorate.

194. Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies

The Committee noted its Agenda Plan.

195. Exclusion of Press and Public

It was resolved that the press and public be excluded from the meeting on the grounds that the following item contained exempt information under Paragraphs 1 & 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and that it would not be in the public interest for this information to be disclosed information relating to any individual, and information relating to the financial or business affairs of any particular person (including the authority holding that information)

196. King's Dyke Update

The Committee received an update on King's Dyke.

It was resolved to approve the recommendations, as set out in the report.

Chair

Highways and Transport Committee Minutes - Action log

This is the updated action log as at 7 February 2024 and captures the actions arising from the most recent Highways and Transport Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

Highways and Transport Committee minutes of 23 January 2024

189.	Review of the Highways Operational Standards in Relation to Weed Management	Jon Munslow	Update requested relating to the prevalence of hemlock affecting the highway		Ongoing.
190.	Peat Soil Affected Roads - Safety and Management Plans	Jon Munslow	Briefing to be provided on the technical assessments undertaken by Milestone		
192.	Performance Management Update	David Allatt	Clarity was requested regarding the vacancy rate column of the report		
193.	Place and Sustainability Risk Register	David Allatt	Member briefing to be organised on climate risk		

Puddock Road Safety Scheme

To: Highways and Transport Committee

Meeting Date: 5 March 2024

From: Executive Director Place and Sustainability

Electoral division(s): Whittlesey South
Ramsey & Bury
Warboys & The Stukeleys

Key decision: Yes

Forward Plan ref: 2024/028

Executive Summary: The report summarises the options assessment that has been undertaken to improve safety at Puddock Road. The committee are asked to approve the preferred option and its implementation.

Recommendation: The Committee are recommended to:

- a) note the steps already undertaken to improve the safety of Puddock Road, i.e. through the speed reduction measures set out in 3.5.
- b) approve the preferred option of a camera enforced closure of Puddock Road that would restrict access to the majority of vehicles and to undertake works next to the carriageway to remove rutting.
- c) if the closure is approved, note that consultation would take place informally, and formally through the Traffic Regulation Order consultation and decision-making process.
- d) delegate authority to the Executive Director Place and Sustainability in consultation with the Chair and Vice Chair of this Committee to award and execute a contract(s) and any other associated legal agreements or documents to implement the required works on Puddock Road.

Officer contact:

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 Improving safety at Puddock Road supports the Council's ambition to make travel across the county safer. The scheme forms part of the road safety programme with an overarching aim to make safety improvements to the road to reduce the risk of harm to road users from road traffic collisions on this stretch, where a number of fatal incidents have occurred in recent years.

2. Background

- 2.1 The 2.5km single-track stretch of Puddock Road heading south from Forty Foot Bank has seen 4 fatal incidents between 2016 and 2020 where a vehicle left the road and entered the adjacent watercourse.
- 2.2 It was reported to Highways and Transport Committee in July 2023 that outline options had been developed and that following informal consultation generating significant opposition, the option to close the route was not progressed. Alternative, physical solutions were proposed to be developed in 2022/2023 using a £400k allocation approved by the Highways and Transport Committee on 12 July 2022. An additional £300k allocation for the scheme was approved as part of the 2023/24 Road Safety Programme by this Committee in July 2023, bringing the total allocation for the scheme to £700,000.
- 2.3 A design was developed to install a vehicle restraint system along the section of Puddock Road where the incidents have occurred. The scheme had an estimated construction cost of £1.8m, with the total scheme cost expected to be higher. Delivery of the vehicle restraint system is not considered to represent good value for money and therefore alternative designs have been considered, which are outlined in section 3 of this report.
- 2.4 The Council is awaiting a Prevention of Future Deaths report from the Coroner.

3. Main Issues

- 3.1 **Options Assessment:** Further work has been undertaken to identify alternative designs including implementation of a reduced speed limit along the length of Puddock Road, a phased strategy for implementing a Vehicle Restraint System and a scheme looking to widen the carriageway whilst introducing a rib line to narrow the lane and warn drivers when approaching the edge of the carriageway. A range of options to improve safety along Puddock Road have been considered against the cost to implement and maintain, impact, benefits, risks and likely support. A summary of the options is included at Appendix 1. Options have been given a RAG rating.

- 3.2 **Preferred Option:** The recommended preferred option is to reduce the speed limit, together with restricting users to only those with “rights of access” and using speed limit signs and marker posts is the most practical response to the current issues which can be delivered within the available funding. It should be noted that the introduction of the 40mph speed limit buffer zone and restriction to access only use will require advertisement of the necessary traffic regulation orders.
- 3.3 **Decision-Making Process:** The traffic regulation order process enable individuals to raise objections. Any objections will in the first instance be considered by the County Traffic Manager.
- 3.4 **Speed Limit:** The current speed limit along Puddock Road is set at the national speed limit. The critical section of the road is straight but narrow. Due to uneven settlement of the concrete road the surface of the road is uneven. The road is used by large farm vehicles, and these are believed to be the cause of deep rutting at the side of the road. These issues with the road mean that the national speed limit is no longer appropriate and it is these features of the road that will influence driver behaviour to reduce their speed. A reduction in the speed limit will promote lower vehicle speeds and improve road safety with the aim of reducing the number and severity of road traffic collisions.
- 3.5 Following consultation with the police, an application was made for a Traffic Regulation Order (TRO) to reduce the speed limit along Puddock Road between Forty Foot Bank and Ramsey Hollow to 30mph, which was approved in January 2024. Further consideration will be given to physical measures to support the reduced speed limit, such as reflective bollards and additional lining. Following the road safety audit on the speed limit reduction a 40mph “buffer zone” will be included to the immediate south of the proposed 30mph new speed limit to allow transition from the national speed limit.
- 3.6 **Access only:** non-physical closure of the route, allowing access only, could be achieved through use of an automatic number plate recognition system, and powers are expected to be in place later this year to support this. The County Council is seeking to gain the appropriate powers which would be transferred to the enforcing authority which is anticipated to be Huntingdonshire District Council. Further discussions will be held with Huntingdonshire District Council officers so that arrangements for maintenance and enforcement systems including the permitting of permitted vehicles can be agreed when the powers become available. Closure of the road will reduce vehicles utilising the route with only access permitted to those who have a right of access.
- 3.7 **Procurement:** The procurement strategy for the scheme has been considered against the expected value of the construction contract necessary to complete the project. The existing Highway Term Services contract is considered the most appropriate and compliant contracting method in this instance given Milestone’s previous work and knowledge of Puddock Road. Officers are working with Milestone on the design and specification and will work to ensure costs are appropriately scrutinised.

4. Alternative Options Considered

- 4.1 Alternative options to improve road safety along Puddock Road have been identified in section 3.

5. Conclusion and reasons for recommendations

- 5.1 Based on the assessment undertaken of options to improve safety along Puddock Road, officers recommend using enforcement cameras to restrict access to only those users with rights of access to reduce the likelihood of any further serious incidents. This is in addition to the reduction in speed limit to 30mph which is already being implemented. A trial section to treat the deep rutting with a gabion mattress solution is also included in the recommended action.

6. Significant Implications

6.1 Finance Implications

A budget of £700k has been allocated for safety improvements at Puddock Road from the road safety budget. The speed reduction, proposed soft closure, and edge of carriageway trial can be implemented within the current allocated budget.

6.2 Legal Implications

The Council is awaiting a Prevention of Future Deaths Report from the Coroner. Should closure of the road be considered, this will be subject to approval by Policy and Regulation.

6.3 Risk Implications

Key risks are outlined within the section 3 of the report and include risk of poor ground condition leading to challenges on the installation and maintenance of the VRS and insufficient funding to deliver the full scheme.

6.4 Equality and Diversity Implications

What are the equality and diversity implications?

An Equality Impact Assessment has been undertaken and no significant implications were identified.

6.5 Climate Change and Environment Implications (Key decisions only)

The carbon impact of the proposed solutions has been considered as part of the design process. Due to the poor ground conditions, there is limited scope to further reduce the concrete foundations required to support the vehicle restraint system. Whilst widening the road is likely to reduce the carbon impact of the scheme, it has not been recommended as the preferred solution as it is not considered sufficient to address the safety issues raised.

The lowest carbon impact solution would be to implement a soft or partial closure of the road allowing access to properties only. The option to physically close the road has previously been ruled out due to a lack of support in the local community.

6.6 Public Health Implications

There is a Public Health Outcome measure that is measured on for Killed Seriously Injured on England's Roads (there is also a separate indicator for Children's KSI), therefore this road improvement directly contributes to the indicator and therefore would be significant implication (in a positive way as it intends to reduce KSIs).

7. Source Documents

- 7.1 Road Safety Schemes 2022/23 – Highways and Transport Committee, 12 July 2022
[Document.ashx \(cmis.uk.com\)](#)

Road Safety Programme 2023-24 – Highways and Transport Committee, 04 July 2023
[Document.ashx \(cmis.uk.com\)](#)

APPENDIX 1 - Puddock Road Safety Scheme Options Matrix

Table 1 - Options Matrix							
	Speed Reduction	Weight Restriction	High Casualty Route Signage plus Comms. Campaign and removal of Direction signage	Physical closure	"non-physical" closure with enforcement cameras	Vehicle Restraint System	Carriageway widening and narrowing with raised rib lining
Summary of Measure	Reduction of speed limit from 60mph to 30mph along narrow section from Forty Foot Road to Ramsey Hollow. Inclusion of buffer zone and supporting physical measures to support as appropriate. In addition officers believe that a trial section of the edge of carriageway should be treated with a gabion mattress solution to seek to prevent the deep rutting. The value indicated is for a trial of 25% of one side of the carriageway, at £30K.	Introduction of a weight restriction to reduce heavy good vehicles using Puddock Road, with access to property permitted.	Installation of High Casualty Route signage with a targeted communications campaign highlighting the risk of accidents along Puddock Road. Removal of existing signage that directs routes via Puddock Road.	Reduction in number of vehicle using Puddock Road through installation of a physical barrier to prevent vehicles using Puddock Road as a through-route	Reduction in number of vehicles using Puddock Road through implementation of a TRO with use of enforcement cameras and signage to show the road can be used for access only.	Installation of a smart raft vehicle restraint system along the highway boundary adjacent to Crease Drain	Widen the carriageway and demarcate the edge of carriageway with a raised rib line
Estimated Implementation Cost	£65,000	£35,000	£35,000	£65,000	£105,000	£1,800,000-£3,600,000	£1,800,000
Ongoing maintenance or running costs per year	No change from current	No change from current	No change from current	No change from current	£8,000	10,000	£12,150
Key Risks	Lack of enforcement	Lack of enforcement. May require further data collection and to ascertain effect on local network	High Casualty Route signage is reserved for major high speed routes, and is reserved for exceptional location. There is a risk that the use of this type of sign might dilute the message of the existing small number of these signs in the County Signage only unlikely to satisfy requirements of coroner, and should be considered alongside other measures e.g. speed limit reduction	Will require the provision of a turning head - it may be possible to utilise existing highway space. Will cause traffic to divert through Ramsey or Chatteris Lengthy diversion route may have negative impact on local business. May require further data collection to ascertain effect on local network, and consequently the moderate increase in user generated carbon	Lack of funding for ongoing costs Civil enforcement powers expected to be in place at the end of 2024 for the length covered by Huntingdonshire District Council. Enforcement cameras could also be used to enforce the speed limit. An informal local consultation will be needed before the required Traffic Regulation Order can be advertised. Vandalism of cameras. Traffic will be diverted through Ramsey and Chatteris. May require further data collection to ascertain effect on local network, and consequently, the moderate increase in user generated carbon. Lengthy diversion route may have negative impact on local business.	Phased delivery would be required due to scheme cost; Significant risk of funding being unavailable in subsequent years leaving the scheme incomplete. Barriers may subside over time despite enhanced foundation design. Significant embedded carbon footprint due to the precast concrete foundation units and steel barriers To fully prevent vehicles leaving the carriageway would need barrier either side of carriageway, which double costs to £3.6m	An improved carriageway surface may encourage more drivers to use this route and potentially higher speeds, which in turn may increase the risk of casualties. The budget cost exceeds the budget available and would therefore require phased implementation. The raised rib lining would be constantly over-run by farm vehicles, which would necessitate frequent renewal to maintain the effectiveness.
Public Support	Traffic Regulation Order process is complete with no objections. The TRO for the 40mph buffer zone to the south is being progressed.	Would need an exception for residents' farm vehicles. The diversion for the route is approximately 24.7km and 25.3km via Ramsey and Chatteris respectively. This is likely to be unpopular with businesses who legitimately use the route.	May be perceived as insufficient action	Depending upon location, the closure could sever land parcels, leading to hardship for farmers who are forced to follow the diversion, pushing agricultural traffic onto major routes. The diversion for the route is approximately 24.7km and 25.3km via Ramsey and Chatteris respectively. This is likely to be unpopular with businesses who legitimately use the route.	Residents and businesses would be required to apply for an exemption and the onus would be upon them to keep this updated. May be more well-received that a physical closure. Low flows on Puddock Road may not generate sufficient revenue from fines to cover running costs.	Could lead to precedent setting and requests for VRS at other similar locations, of which there are many miles in the County area. Potential for questions around high cost of intervention in the context of low traffic route.	Likely to be well received as this option will provide a much improved road surface Potential for questions around high cost of intervention in the context of low traffic route.
RAG Rating							

BP Witchford Road Non-Motorised User Crossing

To: Highways and Transport Committee

Meeting Date: 5 March 2024

From: Executive Director for Place and Sustainability

Electoral division(s): Ely South

Key decision: Yes

Forward Plan ref: 2024/030

Executive Summary: This report provides an update on the development of a Non-Motorised User crossing at BP Witchford Roundabout. It seeks approval to proceed with a feasibility study and to develop a preferred option for the scheme. This is to be funded by the Cambridgeshire and Peterborough Combined Authority.

Recommendation: The Committee are recommended to:

- a) note the progress that has been made on the options assessment and the procurement plan for the conclusion of feasibility work
- b) agree that the Council accept £550,000 of funding from the Cambridgeshire and Peterborough Combined Authority to undertake a feasibility study to identify the preferred option for a non-motorised user crossing.
- c) delegate authority to the Executive Director; Place and Sustainability in consultation with the Chair and Vice Chair of the Committee and the Section 151 Officer to enter a Grant Funding Agreement with Cambridgeshire and Peterborough Combined Authority
- d) approve the ongoing development of the design, including consultation with stakeholders.

Officer contact:

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1. Creating a greener, fairer and more caring Cambridgeshire

1.1 The development of a safe crossing of the A10 near the BP/ Witchford Road roundabout will contribute to the Councils seven ambitions.

1.2 Ambition 1 Net Zero carbon emissions for Cambridgeshire by 2045 and our communities and natural environment are supported to adapt and thrive as the climate changes.

A new crossing will help reduce carbon emissions and contribute to meeting the 2045 net zero carbon emissions target through providing a safe crossing enabling more people to cycle and walk for shorter journeys currently undertaken in the car.

1.3 Ambition 2 Travel across the county is safer and more environmentally sustainable.

Provision of a safe crossing will contribute to making travel across the county safer and more environmentally sustainable.

1.4 Ambition 3 Health inequalities are reduced.

Provision of a new crossing will also contribute to the ambitions of reducing health inequalities and allowing people to enjoy safe and independent lives by improving access to non-motorised travel routes suitable for walking, cycling and equestrians, promoting access to outside spaces and reducing dependency on private car use.

1.5 The improved access between Ely and Witchford will also serve to support improved access to education and employment facilities for those without access to a car, helping reduce income inequality. The crossing will provide increased access to employment areas thereby assisting businesses and communities. It also allows for safer routes for young people.

2. Background

2.1 The A10 represents a barrier to pedestrians and cyclists travelling between Witchford and Ely and prevents onward movement to the southwest of Ely and beyond. There are local facilities on the west side of the Witchford Road roundabout junction, such as the BP garage and the Lancaster Way Business Park which create an existing desire line through the roundabout junction.

2.2 Between 2017 and 2023, there have been 12 collisions in the vicinity of the BP Roundabout at Ely. These have resulted in 15 casualties, four of which have been serious. The serious accidents included one elderly pedestrian, one cyclist and one powered two-wheeler. The addition of an extra lane on the A10 north of the BP junction in 2021 has exacerbated the difficulty faced by non-motorised users in safely navigating the road at its most intuitive desire line near the BP garage. Further opportunities remain to improve connectivity for non-motorised users and enhance access for commuters, leisure trips and home to school journeys.

- 2.3 In April 2023, Cambridgeshire County Council (CCC) commissioned an Option Assessment Report to investigate and generate viable options to introduce an effective at-grade or grade separated crossing over the A10 in the vicinity of the BP roundabout. This route connects Ely to Witchford village, encompassing Lancaster Way Business Park and wider destinations in the A142/Witchford Road corridor. This work was funded by the Cambridgeshire and Peterborough Combined Authority (CPCA).
- 2.4 The Options Assessment Report identified and considered fourteen options for provision of a safe crossing of the A10, including do-nothing and construction of an overbridge, underpass or signalised crossing options. The options were scored for suitability and feasibility, and concluded that one signalised junction and two overbridge options should be taken forward for further assessment and development, the selected options are:
- A signalised crossing, constructed on the A10 approximately 65m north of the Witchford Road roundabout junction.
 - Overbridge Option (OB/2) to be constructed approximately 68m north of the Witchford roundabout junction.
 - Overbridge Option (OB/4) approximately 83m to the south of the existing alignment of Byway 39 approximately 228m north of the Witchford Road roundabout junction.
- 2.5 Further detailed assessment of the three shortlisted options is required to understand the key risks in more detail and progress the scheme through to identifying a preferred option. A grade separated solution (overbridge) is expected to be more attractive from a highway safety perspective but is expected to have higher cost and greater carbon impact than a signalised crossing. There may be further opportunities to undertake value engineering on the bridge options and additional consideration must be given to risks that may impact the viability of an at grade crossing.

3. Main Issues

- 3.1 The next step to progress this scheme is the development of an Outline Business Case based on further feasibility work on the three shortlisted options. Further study will be undertaken to carry out detailed assessments of the three options considering ecology and environmental impacts, traffic modelling and development of the design. The study is expected to commence in April 2024, and conclude in March 2025. Engagement with landowners and key stakeholders will be undertaken during this period. The design development will inform more detailed cost assessments to support the delivery of an Outline Business Case, which will propose a preferred option to be taken through to detailed design.
- 3.2 As part of the previous options appraisal, stakeholder engagement was held through a series of three meetings. The stakeholder group included representatives from Ely City Council, Witchford Parish Council, East Cambridgeshire District Council, Cambridgeshire County Council, cycling groups and the British Horse Society. A further meeting was held with the local business community. The feasibility study will assess the three options with a view to presenting them for public consultation, which will then inform the recommendation for the preferred option.
- 3.3 A professional services contractor will be appointed through the ESPO Framework to undertake the feasibility study and develop an Outline Business Case. This package of

work includes feasibility support for completion of Stage 1 and Stage 2 of the option development process, expected to be completed by end of March 2025. A procurement plan has been prepared with corporate procurement and given the value of the contract (below £500,000), and the need to ensure competition within the procurement, it was considered that best value would be achieved through a framework. Following expressions of interest, a further competition has been carried out through the ESPO Framework 664_21 Consultancy Services Lot 5: Highways, Traffic and Transport., with award subject to approval of accepting funding from the CPCA. The procurement plan for the construction phase will be confirmed as part of the feasibility stage, considering the preferred option, and will be reported to a future Highways and Transport Committee.

- 3.4 In November 2021, CPCA Transport and Infrastructure Committee approved a recommendation to allocate £550,000 for further appraisal work. A Grant Funding Agreement is being prepared by Pathfinder Legal Services to be completed with CPCA subject to approval by this committee. The cost of delivering the scheme has been estimated at £6,600,000 based on delivery of an overbridge option. This value is an early estimate based on the initial options assessment including Optimism Bias and will be reviewed throughout the further development of the Outline Business Case. The CPCA has proposed to allocate further funding for the scheme in 2025/26 as part of their Medium-Term Financial Plan to support the detailed design and towards the cost of construction.
- 3.5 Following completion of the feasibility study in March 2025, the scheme will progress through to the design phase for the preferred option. Subject to securing the relevant consents and full funding for the scheme, construction is expected in 2026/27-2027/28. The current programme is based on the most complex solution to deliver, an overbridge, however if an alternative signalised crossing is the preferred option the delivery programme will be shorter as this will minimise the design and planning requirements.

4. Alternative Options Considered

- 4.1 A do-nothing approach was considered in the options assessment, which offers no improvement for non-motorised users at or close to the Witchford Rd/ BP roundabout. Results of the option sifting undertaken were discussed with the stakeholder group at a workshop in July 2023 and it was agreed that all options that scored less than or equal to the do-nothing option through the sifting process would be discounted from further consideration. If funding is not accepted from the CPCA for the feasibility study and outline business case, the scheme will be unable to progress at this time until further funding opportunities become available.

5. Conclusion and reasons for recommendations

- 5.1 Provision of a safe, non-motorised user crossing across the A10 close to the BP Witchford Road roundabout would create a safe crossing at this desire line and support active travel, in turn supporting the Councils ambitions. The next phase of this scheme, being funded by Cambridgeshire and Peterborough Combined Authority, is to develop the business case and establish a preferred solution for the scheme. Continued development of the proposal along with further consultation with stakeholders will lead to a preferred single option to be taken forward.

6. Significant Implications

6.1 Finance Implications

£550,000 funding has been allocated for the scheme by Cambridgeshire and Peterborough Combined Authority and a grant funding agreement will be secured for this. Funding will cover the costs of the project team alongside the appointed consultants to complete the feasibility study.

Further work during the feasibility stage will support the refinement of costs for the preferred option. Further funding has been sought for subsequent stages in the CPCA Medium Term Financial Plan as outlined in paragraph 3.5.

6.2 Legal Implications

Funding will be secured through a Grant Funding Agreement with CPCA for the feasibility stage. Future grant funding will be secured via a new or varied agreement.

6.3 Risk Implications

A risk register for the scheme has been compiled and key risks include the prospect of an objection to land take for any overbridge option and challenging ground conditions and the presence of ground water.

6.4 Equality and Diversity Implications

The early options appraisal report considered the improvements that the project could bring in enabling safe and independent travel. It is foreseeable that people from protected characteristic groups will be impacted through provision of a new crossing and further work, including an equality impact assessment action plan, will be considered during the feasibility and early design stages of this scheme. As part the option development on the scheme, groups representing vulnerable users and those with protected characteristics will be included in engagement and consultation in the next phase.

6.5 Climate Change and Environment Implications (Key decisions only)

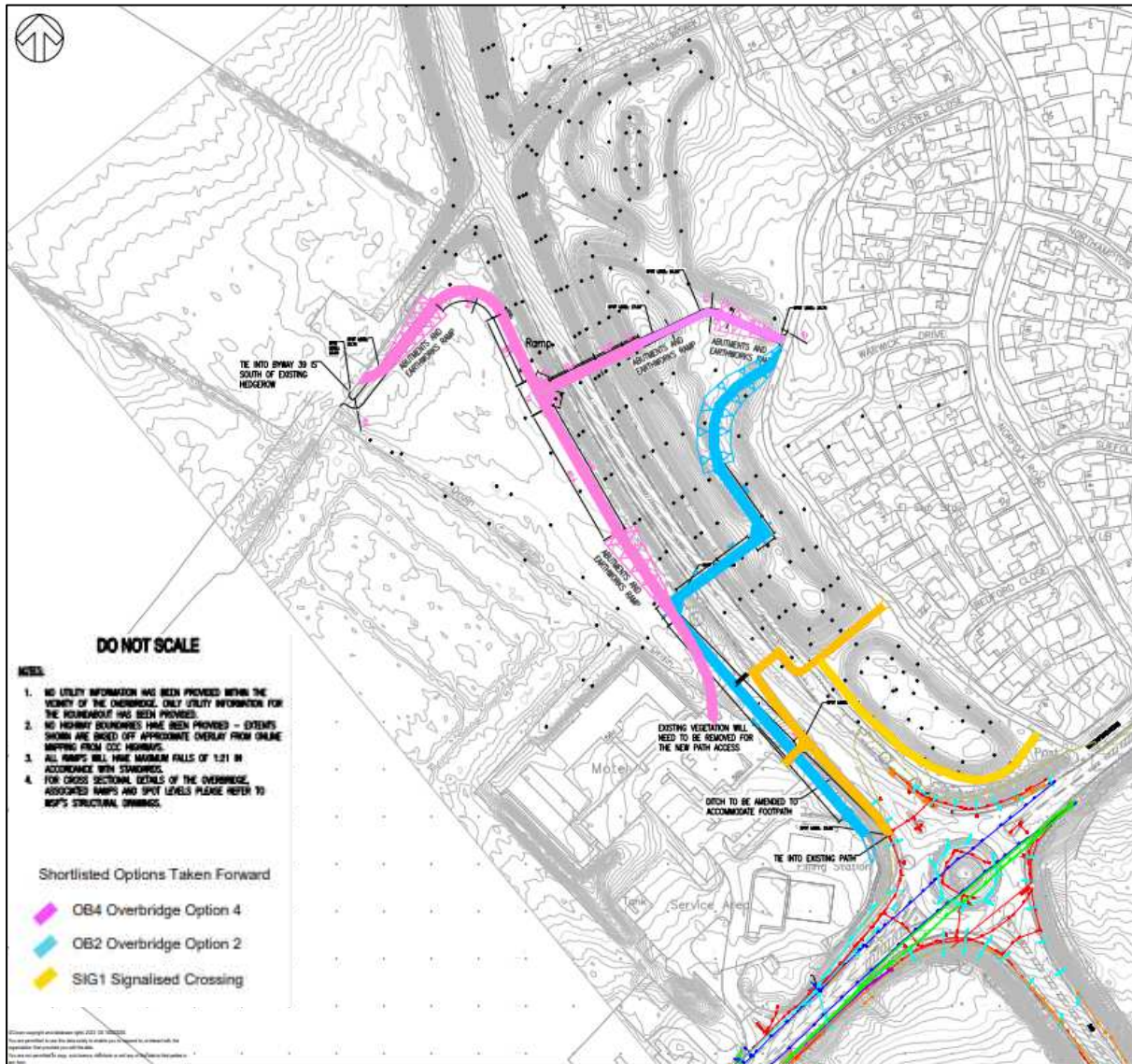
Overall, the scheme seeks to create a safe access across the A10 for non-motorised users, including cyclists, pedestrians and equestrians allowing safer travel and reducing car use. As part of the development of the Outline Business Case, a carbon assessment of all options will be undertaken, and the appointed consultant will be required to demonstrate how they will reduce carbon impacts throughout the design phase. Additionally, the feasibility stage will also consider the impact of each option in more detail on ecology and the environment, including any required surveys and development of a biodiversity net gain strategy.

7. Source Documents

- 7.1 CPCA Transport and Infrastructure Committee 15 November 2023 – BP Roundabout Non-Motorised User (NMU) Crossing Study [Document.ashx \(cmis.uk.com\)](#)

Appendix 1

Extract of Plan showing 3 Shortlisted Crossing Options



Appendix 2:

BP Witchford NMU Crossing Equality Impact Assessment

CCC572417412

Directorate: Place and Sustainability

Service: Asst Director - Project Delivery

Team: Asst Director - Project Delivery

Your name: Wole Odetola

Your job title: Project Manager

Directorate: Place and Sustainability

Service: Asst Director - Project Delivery

Team: Asst Director - Project Delivery

Your phone: 07707594076

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Proposal being assessed: BP Witchford Roundabout Non-Motorised -User crossing A10

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes : 1. Promote economic growth – Removing the severance impact the A10 currently presents between Ely and Witchford for Vulnerable users will enhance travel between both communities improving accessibility to jobs and services and boosting the local economy, supporting policies aimed at enhancing opportunities and reducing inequality. 2. Relieving Traffic Congestion – By improving accessibility between Ely and Witchford for Non-Motorised users, the attraction of the car as a means of making local journeys will decrease, thereby helping to reduce congestion along local roads. This will encourage socially excluded groups who might not have access to cars to travel more by walking and cycling. 3. Environmental sustainability – An improvement in sustainable travel, through the introduction of local infrastructure such as footbridges designed to encourage this will help reduce carbon emissions through enhanced non motorised travel opportunities, leading to a much reduced local environmental footprint. This will improve community health, particularly for vulnerable and more deprived groups who tend to be more at risk and more exposed to environmental pollution 4. Improved Road safety - By providing safer crossings across the A10 for NMU for vulnerable users, including older residents and those with disabilities the risk of accidents involving car and pedestrian collisions will be significantly reduced. 5 Enhanced well being- Encouraging more walking and cycling improves local health and well being and these benefits will offer positive and healthy outcomes for locals and visitors by encouraging people to make short trips without using the car thereby taking more exercise and having greater exposure to fresh air and the outdoors

What is the proposal: The A10 bypass presents a major severance between the sister settlements of Ely and Witchford in East Cambridgeshire impeding Non-Motorised User travel between both communities. A study to investigate the impact of the A10 on travel by vulnerable users in the area was completed in October 2023. This assessment, corresponding with a Stage 0 Options Appraisal study, selected 3 options for further development in a feasibility study designed to generate a final preferred solution. The next phase - Full feasibility which will include a formal public consultation will select one preferred option to be taken forward to preliminary design. The scheme is currently in the procurement phase - with a tender package issued to secure a feasibility consultant to complete the feasibility phase and recommend a preferred option to take forward to design and construction.

What information did you use to assess who would be affected by this proposal?: An Options Appraisal Report was undertaken between April and September 2023 which investigated a variety of options using travel surveys undertaken by Cambridgeshire County Council in the spring of 2023.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: Walkers, cyclists, equestrians and other vulnerable road users in Ely and Witchford.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: Yes

Does the proposal relate to an area with known inequalities?: Yes

What is the significance of the impact on affected persons?: Improved road crossings across the A10 will be a huge boost to travel and self reliance in doing so by the most vulnerable members of the community allowing for greater independent use of road space by vulnerable members of the community in a safe, protected and compliant manner Greater accessibility through improved transport links will help remove barriers to mobility that have greater impacts on socially deprived communities than more affluent ones. For example many from poorer backgrounds are more reliant on commuting to work as they might not have the opportunities to work from home. Providing safe and complaint crossing points on the A10 will enhance the movement of the most socially vulnerable members of the community in Ely and Witchford who are more likely to not own or have access to a car. Improved transport connectivity through eliminating barriers to safe movement of vulnerable and non-motorised users will offer greater accessibility to services, communities and opportunities.

Category of the work being planned: Procurement

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Care experience, Pregnancy and maternity, Socio-economic inequalities

Research, data and /or statistical evidence: N/A at this stage. This will be undertaken in the feasibility stage

Consultation evidence: N/A at this stage - to be undertaken in the feasibility stage.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Improved road access and accessibility for users belonging to socio-economically deprived and mobility restricted groups

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: NA at this stage. Full eqia to be undertaken during feasibility.

How will the process of change be managed?: This will be done during the feasibility stage - with stakeholder workshops held and a full public consultation with a specific effort made to reach out to vulnerable users.

How will the impacts during the change process be monitored and improvements made (where required)?: A specific effort will be made during the feasibility phase to identify, reach out and engage with protected characteristics on the scheme impacts ensuring the option selection process takes into account their specific needs and requirements.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
Action plan will be developed during the feasibility phase	Age, Disability, Care experience, Gender Reassignment, Pregnancy and maternity, Religion or belief (including no belief), Sexual orientation, Race, Sex,	Medium	As above. The action plan will be developed during the scheme feasibility phase.	Scheme consultant	30/08/2024

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
Socio-economic inequalities					

Head of service: Mike Williams

Head of service email: Michael.Williams@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Cambridgeshire's Active Travel Toolkit

To: Highways and Transport Committee

Meeting Date: 5 March 2024

From: Executive Director for Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/036

Executive Summary: The purpose of this report is to seek approval and adoption of the draft Cambridgeshire's Active Travel Toolkit for New Developments.

Recommendation: The Committee is recommended to:

- a) Note the feedback from stakeholder and developer engagement on the draft Cambridgeshire's Active Travel Toolkit for New Developments.
- b) Approve adoption of the draft Cambridgeshire's Active Travel Toolkit for New Developments.
- c) Note progress to date and next steps for the high-level action plan and strategic studies within the Cambridgeshire's Active Travel Strategy.
- d) Approve the revisions to the 'Transport Assessment Requirements' document since it was last updated in September 2019. These revisions are intended to reinforce to developers, the need to promote active travel and passenger transport as the primary method of maintaining network resilience and improving travel choices across the County.

Officer contact:

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1. Creating a greener, fairer and more caring Cambridgeshire

1.1 This report relates to four ambitions from the Council's Strategic Framework 2023-28 which includes:

Ambition 1: Achieving net-zero direct carbon emissions by 2045 with an active travel toolkit within our communities involves implementing various solutions:

- Encourage walking, cycling, and other sustainable modes of transportation to reduce reliance on carbon-intensive modes such as private cars.
- Develop and enhance infrastructure that supports green transport options, including pedestrian footpaths, cycle lanes, and integrated public transportation systems.
- Invest in and promote the use of eco-friendly transportation facilities, such as bike-sharing programs and electric vehicle charging stations.
- Conduct educational campaigns to raise awareness about the environmental benefits of active travel and the role it plays in achieving net-zero carbon emissions.
- Partner with businesses to promote sustainable commuting options for employees, including cycle-to-work programs, working from home, and flexible work hours.
- Consider integrating carbon offsetting programs within the toolkit, allowing users to contribute to environmental initiatives that counterbalance carbon emissions associated with travel.

By incorporating these solutions, the active travel toolkit can play a crucial role in promoting sustainable, low-carbon transportation methods and contribute to achieving net-zero direct carbon emissions.

Ambition 2: The Active Travel Toolkit can contribute to promoting travel across the county in a safer, more sustainable, and environmentally friendly manner by incorporating the following solutions:

- Enhance and create infrastructure that supports active travel, including safe pedestrian footpaths, dedicated cycle lanes, and shared spaces to encourage walking and cycling.
- Integrate active travel options with public transport to create a seamless and sustainable multi-modal transportation network.
- Launch educational campaigns to inform the community about the benefits of active travel, emphasising safety, environmental advantages, and overall wellbeing.
- Implement safety measures such as traffic calming, improved street lighting, and signage to enhance the safety of pedestrians and cyclists.
- Introduce bike sharing initiatives to provide a convenient and accessible alternative for short-distance travel, reducing reliance on motorised vehicles.
- Encourage the use of electric bikes and scooters as eco-friendly alternatives for commuting, providing incentives and charging infrastructure.
- Advocate for policies that support active travel, including regulations favouring pedestrians and cyclists, and incentives for sustainable transportation options.

By incorporating these solutions into the Active Travel Toolkit, communities can create a holistic approach to promoting safe, sustainable, and environmentally friendly travel across the county.

Ambition 3: To address and reduce health inequalities, an Active Travel Toolkit can incorporate various solutions, including:

- Encourage and facilitate increased physical activity through active travel options like walking and cycling, which can positively impact overall health and contribute to reducing health disparities.
- Involve local communities in the planning and decision-making processes related to active travel initiatives, ensuring that the toolkit is tailored to specific health challenges and needs within different populations.
- Implement educational campaigns to raise awareness about the health benefits of active travel, targeting communities that may face barriers to participation and providing information on how active travel can improve overall wellbeing.
- Integrate health related initiatives into the toolkit, such as partnerships with healthcare providers to promote active travel recommendations as part of preventive healthcare measures.
- Advocate for policies that support health equity, addressing broader determinants of health and promoting an environment that fosters wellbeing for all community members.

By incorporating these solutions, the Active Travel Toolkit can play a significant role in promoting health equity by addressing the social determinants of health and creating a more inclusive and accessible environment for active travel.

Ambition 4: The Active Travel Toolkit can contribute to enhancing physical, mental health, and overall wellbeing, promoting healthy, safe, and independent lives through various solutions:

- Encourage and facilitate increased physical activity through active travel options such as walking and cycling, promoting cardiovascular health, muscle strength, and overall fitness.
- Develop infrastructure that supports active travel with accessible and safe footpaths, cycle lanes, and pedestrian friendly environments to ensure safety and ease of use.
- Involve communities in the planning and implementation of active travel initiatives, fostering a sense of community and social connection, which positively impacts mental wellbeing.
- Promote active travel routes that incorporate natural elements, such as parks and green spaces, to enhance mental wellbeing by providing opportunities for relaxation and stress reduction.
- Implement measures to enhance safety during active travel, including well-lit footpaths, traffic calming strategies, and educational campaigns to reduce accidents and promote a sense of security.
- Collaborate with healthcare providers to integrate active travel recommendations into patient care plans, promoting a preventive approach to healthcare and supporting overall wellbeing.

By incorporating these solutions, the Active Travel Toolkit can contribute significantly to enhancing physical, mental health, and overall wellbeing, ensuring that individuals can lead healthy, safe, and independent lives.

2. Background

- 2.1 The Cambridgeshire's Active Travel Toolkit for New Developments is a thorough guide crafted to evaluate and enhance walking and cycling amenities for emerging developments

in Cambridgeshire. Aligned with England's overarching goal of becoming a leading nation in walking and cycling, this toolkit adheres to Cambridgeshire's Active Travel Strategy. It underscores the significance of active travel, encompassing walking and cycling, and discourages dependence on private cars, aligning with the broader vision for sustainable transportation.

- 2.2 The toolkit aims to provide developers, planners, policy makers, and transport engineers with comprehensive guidance throughout the planning process, ensuring the prioritisation of active travel in new developments. It is in accordance with both national and local transport policies, Local Plans, Supplementary Planning Documents, and technical guidance. Specifically, the toolkit is bolstered by support from Cambridgeshire's Active Travel Strategy's Policy AT04, which underscores the importance of prioritising active travel in new developments.
- 2.3 As of 1st June 2023, Active Travel England (ATE) has gained status as a statutory consultee for planning applications, with mandatory consultation for applications meeting specific thresholds. The toolkit has been produced to align with ATE's stipulations and is endorsed by the Planning Application Assessment Toolkit released by ATE in May 2023.
- 2.4 Developed in collaboration with support from the Local Government Association and The Design Council, the toolkit functions as a resource for Local Planning Authority officers. In consultation with the Highway Authority (Cambridgeshire County Council), it establishes expectations for developers at various stages of the planning process. The aim is to guarantee the prompt implementation of top-tier and inclusive active travel infrastructure, maximising the uptake of active and sustainable modes of travel by new residents upon moving into their new homes.
- 2.5 The toolkit is concentrated on initiatives that promote and foster the adoption of active modes of travel right from the initiation of a new development. It suggests applying the toolkit to developments of all scales, with a specific focus on larger developments. Acknowledging the significance of proportionality in design measures corresponding to the development's scale, the toolkit aims to instigate positive behaviour change, motivating residents to embrace healthier and more active forms of travel.
- 2.6 Initially drafted by South Cambridgeshire District Council and Cambridgeshire County Council (CCC), with designated funding from the Design Council, this document underwent a collaborative review. Subsequently, CCC found it valuable to adopt the document as a countywide Toolkit. The review process involved input from the team responsible for developing the Active Travel Strategy, the new Active Travel team, and contributions from broader CCC colleagues and district officers.
- 2.7 This committee was briefed on earlier revisions to Cambridgeshire's Active Travel Toolkit for New Developments and Cambridgeshire's Active Travel Strategy during the meeting on 7 March 2023, with the purpose of reviewing the draft toolkit for subsequent engagement.
- 2.8 Following the approval of Cambridgeshire's Active Travel Strategy by this Committee in March 2023, this report also delivers the most recent update on the overarching action plan and strategic studies.

2.9 The guidance document for TA requirements has been revised to incorporate new information that has emerged since 2019. This update is crucial for applicants, developers, their agents, and local authority officers when submitting a Transport Assessment (TA) or a Transport Statement (TS). The latest version of the document now includes references to the Cambridgeshire Highways Development Management General Principles for Development (January 2023), National Planning Policy Framework (2023), LTN 1/20 Active Travel Design Guide (2023), and Active Travel Toolkit. Notable changes encompass specific aspects such as bus shelter maintenance per shelter, trip caps, the requirement for applicants to complete the active travel toolkit form, inclusion of Smart Journeys in travel plans, execution of works through S278, and varying travel plan thresholds based on site size (over 200 dwellings or below this threshold), each having distinct requirements.

3. Main Issues

Developer and Stakeholder Engagements

- 3.1 The Cambridgeshire Active Travel Toolkit for New Developments underwent consultation with 23 prominent developers across Cambridgeshire, including Homes England, L&Q Group, Vistry Group, Urban and Civic, Hill, amongst others. Additional consultation for the toolkit involved 35 other key stakeholders in Cambridgeshire, comprising walking and cycling campaign groups, bridleways, the British Horse Society, the police, and various others. These engagements with both developers and stakeholders was set at four weeks and occurred during the summer period from 25 July to 21 August 2023.
- 3.2 Following stakeholder engagement, we received a number of comments, and their primary concerns have been summarised as follows:
- Equestrian representation has been excluded, and it is suggested that this group be acknowledged in the document.
 - The predominant focus of the toolkit appears to be on travel to work, school, shops, and community facilities, rather than encompassing recreation and health.
 - Equestrian stakeholders highlighted the need to be consulted on future schemes during the earlier stages of a project.
 - Concerns are raised about access to public transport.
 - There is an expressed need for attention to be directed toward the future maintenance of all routes, including footpaths, cycleways, and bridleways.
- 3.3 In response to stakeholder feedback, we have integrated an additional section into the toolkit concerning User Hierarchy. This section now explicitly includes equestrians in the hierarchy, emphasising the necessity to consider all vulnerable non-motorised users in transport schemes. The objective is to ensure their inclusion in future schemes, where appropriate, on a case-by-case basis, with the aim of avoiding any adverse impacts.
- 3.4 The toolkit integrates active travel seamlessly into daily routines to promote a healthy lifestyle. Newly developed areas just beyond Cambridge are connected through greenways. Additionally, developers outside of Cambridge are integrating green spaces and water parks into their projects, encouraging walking and cycling activities within these developments.

- 3.5 The equestrian group expressed concerns about the 'improvement' of the current Public Rights of Way network, emphasising the preference for soft surfaces over tarmacking or hard standing. New or enhanced infrastructure for active travel might intersect with existing public rights of way and bridleways. Consequently, the choice of surface materials for a specific scheme should align with Cambridgeshire's Active Travel Design Guide. In instances where space permits, due consideration will be given to the needs of equestrians, and not all green routes will be paved. Developers are encouraged to mitigate any potential adverse impacts on the environment whenever feasible.
- 3.6 In facilitating extended journeys from a new development, developers will be mandated to collaborate with bus operators to establish a bus route and necessary infrastructure, including a bus stop and shelter, prior to the initial occupancy.
- 3.7 Collaborate with the Department for Transport and Active Travel England to secure funding for the upkeep of active travel infrastructure.
- 3.8 Photographs that did not depict either good or poor practice examples have been replaced with more illustrative examples sourced from new residential developments currently under construction across Cambridgeshire.
- 3.9 District officers and internal teams have provided feedback on the draft version of this document. Their valuable input and suggestions have been integrated into the toolkit. Please refer to Appendix A for the Active Travel Toolkit.

High Level Action Plan and Strategic Studies: Update

- 3.10 Following the adoption of the Active Travel Strategy in March 2023, the Active Travel Team have concentrated on extensively developing certain sections of active travel strategy high level action plan. For the latest update, please refer to Appendix B, and this Committee will receive ongoing updates as work continues.

Update to the Council's 'Transport Assessment Requirements' document

- 3.11 The County Council's Transport Assessment Requirements document has been updated to reflect and maintain consistency with the Active Travel Toolkit.
- 3.12 The most significant updates are:
- Thresholds for vehicle trips in Section 3 of the document, which have been reduced from 60 two-way trips to 30 two-way vehicle movements in any peak hour.
 - Changes related to land use types,
 - Links to Cambridgeshire Insight accident data,
 - Requirement for inclusion of traffic flow diagrams depicting development trips
 - Requirement for comparator sites to be comparable to those in Cambridgeshire
 - A stipulation that, when applicable, Stage 1 Road Safety Audits must be concluded before determining any application - these audits will not be accepted as planning conditions.

Furthermore, the updated guidelines emphasise giving priority to active travel modes in 'physical infrastructure proposals,' referencing LTN 1/20 and the Cambridgeshire Active

Travel Design Guide (2023) and making mention of linking to the Public Right of Ways guidance. Please refer to Appendix C.

4. Alternative Options Considered

- 4.1 Choosing the 'do nothing' alternative is not considered viable, as the toolkit guarantees the prioritisation of active travel in new developments. It explicitly communicates the expectations for developers, planners, transport engineers, and other stakeholders at each stage of the planning process, aiming to accomplish these objectives at both national and local levels.

5. Conclusion and reasons for recommendations

- 5.1 In summary, it is recommended that this Committee adopts the Cambridgeshire's Active Travel Toolkit for New Developments, as it facilitates the thorough evaluation of walking and cycling provisions for various scales of new development in Cambridgeshire.
- 5.2 The toolkit is applicable to developments of all scales, with particular emphasis on large-scale developments. Whilst it is acknowledged that some principles may not be suitable for small-scale developments, certain decisions will be made on a case-by-case basis for each site.
- 5.3 Ongoing updates on the progress of the Active Travel Strategy High Level Action Plan and Strategic Studies will be regularly presented to this Committee.
- 5.4 It is recommended that this Committee endorse the modifications to the Transport Assessment Requirements, as they are essential additions to be appended to the Transport Assessment or Transport Statement applications, including the Active Travel Toolkit for all new developments in Cambridgeshire.

6. Significant Implications

Report authors should evaluate significant implications using the sub-headings below. Each specific implication must be signed off by the relevant officer within the Council (or external advisors) and included in the table below for the Executive Director to review before the final report is submitted to Democratic Services (who will delete the table) for publication.

You will also need sign off by the Corporate Clearance Group (CCG) at the relevant CCG meeting.

Further guidance and a checklist containing prompt questions are included at Appendix 1.

6.1 Finance Implications

There are no significant implications within this category.

6.2 Legal Implications

There are no significant implications within this category.

6.3 Risk Implications

Should developers neglect active travel infrastructure, there is a potential risk that new residents may depend solely on their cars for transportation.

6.4 Equality and Diversity Implications

Please refer to Appendix D for the completed and approved Equality Impact assessment (EqIA) form.

6.5 Climate Change and Environment Implications (Key decisions only)

Carbon & Green & House Gas emissions:

- Implementing this recommendation would lead to a reduction in greenhouse gas emissions.

Energy efficient, low carbon buildings:

- Following this recommendation would lower energy consumption for both the council and communities.

Low Carbon Transport:

- The proposal aims to diminish reliance on private cars, promoting cleaner modes of transportation like cycling and walking, and fostering an increase in public transport usage.

Green spaces, peatland, afforestation, habitats, and land management:

- The proposal would generate, enhance, or diminish impact on green spaces or natural habitats.

Waste Management and Tackling Plastic Pollution:

- The proposal aims to minimise waste produced by the council and/or residents, boost recycling efforts, and promote the use of sustainable materials.

Water use, availability, and management:

- The proposal seeks to advocate for and/or implement nature-based solutions to address climate change, such as balancing ponds, Sustainable Drainage solutions, tree planting, etc., to effectively manage the impacts of climate change.

Air Pollution:

- The proposal would result in a decrease in air pollution and an enhancement of air quality.

7. Source Documents

7.1 Appendix A: Cambridgeshire's Active Travel Toolkit for New Developments

Appendix B: Active Travel Strategy Action Plan Update

Appendix C: Transport Assessment Requirements

Appendix D: Equality Impact Assessment

Cambridgeshire's Active Travel Toolkit for new developments

A toolkit to enable active and healthier new communities and towns



Acknowledgement

Cambridgeshire County Council would like to thank South Cambridgeshire District Council for their initial contributions to this Toolkit. We would also like to thank East Cambridgeshire District Council, Huntingdonshire District Council, Fenland District Council and Greater Cambridge Shared Planning for their input and feedback to this Toolkit throughout the whole process.

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Introduction

Context and purpose of the Toolkit

The Cambridgeshire Active Travel Toolkit for New Developments (referred to as the 'Toolkit') allows the effective assessment of walking and cycling provision for all scales of new development in Cambridgeshire. As set out in the government document, [Gear Change](#) (DfT, 2020)¹ this Toolkit aims to 'ensure that all new housing and business developments are built around making sustainable travel, including cycling and walking, the first choice for journeys'.

From 1 June 2023, Active Travel England (ATE) has become a statutory consultee for outline, full and hybrid planning applications that meet or exceed the thresholds of: 150 residential units, 7,500 m² or more of commercial floor space created or a site of 5 hectares or more. In May 2023, the [Active Travel England Planning Application Assessment Toolkit](#)² was published and this document expands on and provides [examples of the checklist](#) set out within that Toolkit.

Cambridgeshire's Active Travel Strategy, adopted in March 2023, includes the objective to 'ensure the existing and future Active Travel network is fit for purpose by ensuring high-quality and connected active travel provision is planned as part of all transport schemes and developments at the outset of

projects and planning applications'. The Toolkit is part of our work to achieve this objective and is supported by Policy AT04 'Ensure that Active Travel is prioritised in new developments'.

Research has shown that when people move to new locations, they will reassess their means of travel. This Toolkit helps to achieve the aim of enabling the timely delivery of high-quality and inclusive active travel infrastructure to support the adoption of active and sustainable forms of travel when new residents move into their new homes. This can lead to positive behaviour change, enabling people to live healthier lifestyles.

The Toolkit also supports Healthy Places Joint Strategic Needs Assessment (HP JSNA) which builds on the previous 2015/16 New Housing Developments and the Built Environment JSNA, extending the scope to cover both Cambridgeshire and Peterborough. The HP JSNA aims to evidence the role of the built and natural environment on human health, including the impact of climate change on health outcomes. The document will serve as a framework and recommendations for collaborative working towards a common goal of optimising the built and natural environment for human health, acting as an evidence base for commissioners and for Local Authorities in their local plan-making responsibilities.

What is the Active Travel Toolkit and who is it designed for?

The Toolkit acts as a guide for developers to ensure active travel is being considered for all new developments, in line with the bold central government decarbonisation agenda prioritising improvements in sustainable travel (DfT, 2020)³.

The Cambridgeshire Active Travel Toolkit seeks to make clear to developers, policy makers, planners, transport engineers, and others what is expected to be done at each stage of the planning process and must be used alongside national and local transport policy, Local Plans, Supplementary Planning Documents (SPDs), and technical guidance such as [LTN 1/20](#) (DfT, 2020)⁴.

The Toolkit has been developed with help from the Local Government Association and The Design Council as part of an initiative to share good knowledge across all local authorities. It has been collaboratively designed to assist the relevant Local Planning Authority officers, in consultation with the Highway Authority (Cambridgeshire County Council), at each stage of the planning process and clearly sets out the expectation of developers through this process.

In Cambridgeshire's Active Travel Strategy, the term 'Active Travel' refers to walking and cycling, but also includes other modes of travel that support the aim of enabling and encouraging a shift away from journeys being made by a private car. The focus is on utilitarian walking and cycling journeys including journeys to education, town centre facilities, transport hubs, and places of healthcare and employment, but also includes journeys to leisure facilities and the wider rights of way network. This Toolkit therefore aims to be inclusive of all expected users and enable the use of active travel routes by wheelchair users, mobility scooters, pram-pushers and non-standard bicycles such as cargo bikes, recumbent cycles, hand cycles or bicycles with trailers.

The scope of this Toolkit is focused on measures that will support and encourage uptake of active modes of travel from the first inhabitants of a new development, including the connections needed for onward travel by bus for longer sustainable journeys. It is recommended that the Toolkit is considered for all scales of new development, but the focus is on larger developments.

Road user hierarchy

The Active Travel Toolkit is focused on active travel routes predominantly away from roads. Some of the principles can be applied in a small development. Therefore, the road user hierarchy should be taken into consideration as it sets the right tone for all active travel provision. As the Active Travel Strategy for Cambridgeshire highlights, an important part of embracing active travel is putting those who walk or cycle at the top of our transport user hierarchy. The 2022 updates to the Highway Code put more emphasis on protecting the most

vulnerable users of the road network, including people walking, cycling and horse riding. The road user hierarchy, as illustrated below, based on the Manual for Streets (DfT, 2007)⁵, puts active transport modes at the top of the road user hierarchy. The inclusion of equestrians in the hierarchy reflects the need to consider all vulnerable non-motorised users in all transport schemes, ensuring they are provided for where appropriate on a scheme-by-scheme basis and are not adversely impacted.

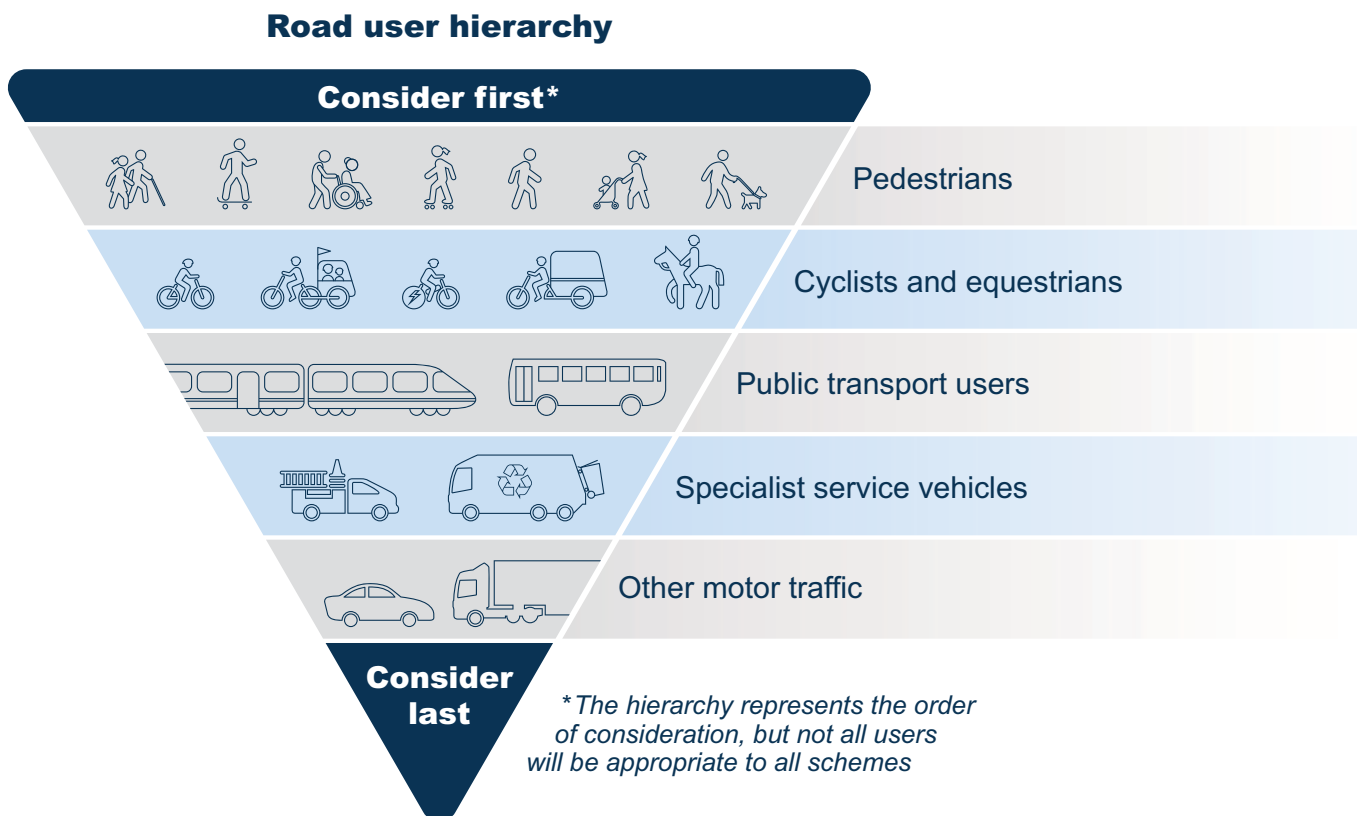


Figure 1: Road user hierarchy

Using the Toolkit

'New developments' as referred to in this Toolkit relates to both residential and commercial developments.

Completion of the Toolkit will be required for applications that meet any of the following minimum thresholds:

- > 150 residential units (dwellings);
- > 7,500 m² commercial floorspace; or
- > the site having an area of 5 hectares or more.

These thresholds are in line with the thresholds set by [Active Travel England](#)⁶ (ATE, 2023) for planning applications they will need to be consulted on.

A completed copy of the Design Checklist in Appendix 1 will need to be submitted alongside the [Transport Assessment](#)⁶ or as part of the Design and Access Statement process. Where a 'key consideration' has not been applied, if justification of this is not accepted by the Highway or Planning Authority, it may be used as a reason for objection or refusal.

For smaller developments, it is advised that developers still consider the Key Considerations and Expectations set out in the Toolkit, alongside Cambridgeshire's Active Travel Strategy and relevant technical guidance to ensure active travel provision is considered at the early stage of design.

The level of application of the Toolkit depends on the scale, type and location of the development, and an appropriate level of proportionality of design measures according to scale of development will be expected to be applied.

The Toolkit states the minimum expectations to be considered and how these can be incorporated into the design and the planning process, but how it is applied will be on an individual application basis. Any measures requested in a S106 or planning condition would be requested as part of a wider consideration of the Transport Assessment. The Local Planning Authority, in consultation with the Local Highway Authority where applicable, will determine if the appropriate level of consideration of the Toolkit has been applied, or if further consideration or evidence is required.

Consideration of any impact on public rights of way (PRoW) must also take place at an early stage of design. If a PRoW is being used to deliver active travel infrastructure, the implications of changing its surface or use needs to be considered and the appropriate authorisation⁸ gained from the Local Highway Authority prior to submission of a planning application.

Policy context

This Toolkit is in line with the wider national, regional, county and district transport and planning policies which aim to decrease car dependency through quality provision of active travel infrastructure. By enabling and encouraging more journeys to be made by foot or cycle, we can improve air

quality, meet our targets to become carbon neutral and help make our communities safer, healthier places to live and work. The relevant transport and planning policies and guidance that should be considered alongside this Toolkit are listed below:

Central Government:

Department for Transport [Gear Change: A Bold Vision for Cycling and Walking](#) (DfT, 2020)¹

Department for Transport [Decarbonising Transport: A Better, Greener Britain](#) (DfT, 2021)³

Department for Transport [Local Transport Note 1/20: Cycle Infrastructure Design](#) (DfT, 2020)⁴

Active Travel England [Planning Application Assessment Toolkit](#) (ATE, 2023)²

Department for Transport [Cycling and Walking Investment Strategy](#) (DfT, 2017 and DfT, 2022 update)⁹

Department for Transport [Manual for Streets 1 and 2](#) (DfT, 2007)⁵

Regional Government:

England's Economic Heartland [Regional Transport Strategy](#) (EEH, 2021)¹⁰

England's Economic Heartland [Active Travel Strategy](#) (EEH, 2023)¹¹

Cambridgeshire and Peterborough Combined Authority (CPCA):

Cambridgeshire and Peterborough [Local Transport Plan](#) (2020)¹²

Cambridgeshire and Peterborough [Local Transport and Connectivity Plan](#) (2023)¹³

Cambridgeshire and Peterborough [Independent Commission on Climate](#) (2021)¹⁴

Cambridgeshire and Peterborough [Non-Statutory Strategic Spatial Framework](#) (2018)¹⁵

Cambridgeshire and Peterborough [Health and Wellbeing and Integrated Care Strategy](#) (2022)¹⁶

Cambridgeshire and Peterborough [Vision Zero Partnership: Towards 2030 – Making Our Roads Safer for All](#) (2020)¹⁷

Cambridgeshire County Council (CCC):

Cambridgeshire County Council [Active Travel Strategy](#) (2023)¹⁸

Cambridgeshire County Council [Active Travel Design Guide](#) (2023)¹⁹

Cambridgeshire County Council [Rights of Way Improvement Plan](#) (2006 and 2016 update)²⁰

Cambridgeshire County Council [Local Cycling and Walking Infrastructure Plan](#) (2022)²¹

Cambridgeshire County Council [Highway Operational Standards](#) (2023)²²

Cambridgeshire County Council [Highway Development Management – General Principles for Development](#) (2023)²³

Cambridgeshire County Council [District Transport Strategies](#)²⁴

Cambridgeshire County Council [Climate Change and Environment Strategy](#) (2022)²⁵

Cambridgeshire County Council [Green Infrastructure Strategy](#) (2011)²⁶

Cambridgeshire County Council [Single Equality Strategy](#) (2018)²⁷

Greater Cambridge Partnership (GCP): Delivering the Greater Cambridge City Deal:

Greater Cambridge Partnership [Future Investment Strategy](#) (2021)²⁸

Local Planning Authority (LPA):

District Local Plans^{29, 38, 40, 41, 42}

District Supplementary Planning Documents (SPDs)^{30, 39}

District Area Action Plans

Neighbourhood Plans

Other guidance

Other guidance which is relevant to this Toolkit includes:

NHS [Healthy New Towns](#) (2018)³¹ (particularly Section 5)

Homes England [Building for a Healthy Life](#)³² (2020) (referred to in [National Planning Policy Framework](#)³³ (NPPF) paragraph 133)

Transport for London (TfL) [Healthy Streets for London](#) (2023)³⁴

Sport England [Active Design Guidance](#) (2023)³⁵

Key principles

This Toolkit sets out 13 key principles for a developer to consider for new developments.

- 1.** Strategic active travel connections: the need to be connected by active travel and public transport corridors to existing key destinations.
- 2.** Connectivity: all developments, where possible, should be connected in terms of active travel to the existing active travel, public transport and PRow networks.
- 3.** High-quality walking networks: providing high-quality walking networks.
- 4.** High-quality cycling networks: providing high-quality cycle routes.
- 5.** Liveable neighbourhoods: encouraging and prioritising active travel through the design of the development.
- 6.** Cycle parking: to be provided in well lit, overlooked, convenient and easily accessible areas.
- 7.** Timing: active travel routes to be delivered before first occupancy: key active travel infrastructure should be ready for use when the first residents move in.
- 8.** Construction access: access for construction vehicles should be via separate routes. This is to ensure safety of residents walking, wheeling or cycling during construction and enables active travel infrastructure to be built and made accessible to residents prior to overall completion.
- 9.** Public transport: to support longer journeys by public transport, the developments need early planning of bus routes, bus stops, transport hubs, shelters and maintenance agreements, as well as safe and convenient connections to bus stops by active modes.
- 10.** Managing car parking: the overall design of developments must proactively avoid illegal or inconsiderate car parking as a consequence of poor design as this can cause a significant barrier to active travel.
- 11.** Healthy living and leisure: offer facilities for healthy living within the development and for leisure opportunities beyond the site to promote healthy lifestyles.
- 12.** Welcome packs and travel planning: active travel options must be made clear to new residents and occupants.
- 13.** Reserve fund: unplanned infrastructure may be needed in any large development and a reserve fund should be agreed for larger developments.

Components

For ease of use, the Toolkit is made up of a simple checklist to enable users to quickly identify issues, describe how they will be addressed and at what stage of the planning process, i.e., through conditions, reserved matters or design code phases.

- 1. Cambridgeshire New Development Active Travel Design Checklist Guidance:** Sections 1 to 13 – Developers will be expected to demonstrate that their proposals satisfy the requirements of this Guidance by assessing their proposals against the expected provisions which are brought together under the checklist. These relate to each specific stage of the application. Minimum expectations, guidance references and examples to support the use of the Toolkit are explained later.
- 2. Cambridgeshire New Development Active Travel Design Checklist:** Appendix 1 – to be completed and returned to the Local Planning Authority with the planning application.

The process

Stage: Pre-application
(if required)

Developer

Discuss Toolkit with LPA and CCC Transport Assessment team

Complete toolkit and design standards checklist

Produce and provide supporting evidence, plans and documents

Submit completed toolkit with initial design proposals to the **LPA**

Local Authority review

Local Highway Authority (LHA)

Proposals reviewed by the **LHA Transport Assessment team**

Conditions formulated and basis for S106 agreements reached using the basis for conditions and agreements

Discussion/negotiation

Developer/LPA/LHA

Discussion and agreement on proposals, planning conditions and S106 agreements with the **LPA/LHA**

Completion of application/agreements

Developer

Submit all completed toolkit components and supporting evidence with final application to the **LPA**

Reserved matters to be submitted in accordance with the toolkit specification as agreed at the planning outline

Stage: Application

Cambridgeshire new development Active Travel design checklist

This section sets out the key considerations of the Active Travel Toolkit and examples of evidence to be submitted to the Local Planning Authority with any application. A blank version of the checklist is provided in Appendix 1. Where a key consideration has been reviewed by an applicant, but further measures are not considered appropriate due to scale/type of development, a response of 'N/A' is acceptable if in agreement with the Transport Assessment Team. The completed Active Travel Toolkit will be assessed by the Local Planning Authority and Local Highway Authority as appropriate.

Relevant comments will be made if it is felt an appropriate level of consideration has not been applied to the Toolkit.

This section assists the user by directing them to relevant local and national policy and includes photographic examples of best practice, with some poorer examples for comparison.

To view previously identified active travel schemes in the location of the development that may relate to your proposal, please visit the [MyCambridgeshire interactive map](#)³⁶ and view schemes under the Transport Proposals Database (TPD).



1 Strategic active travel connections

New developments need to be connected by active travel and public transport corridors to existing destinations. The need for strategic links will be dependent on location and scale of the development.

Minimum expectations

Strategic active travel and public transport connections to key destinations will be required for any new development where existing provision is below expected standard or non-existent.

1. Provisions to upgrade pedestrian, cycle and public transport access to a development should be made to ensure that the development is sustainable, meets the National Planning Policy Framework (NPPF) and mitigates its impact on the surrounding highway network.
2. There must be a high-quality walking connection from the site to support access to a primary school, local shops or services which benefit the community and a regular public transport service.
3. The development should be providing LTN 1/20 compliant cycleway connections to relevant key destinations such as local centres, schools, employment centres, public transport hubs and leisure attractions.
4. All new or improved off-site junctions must be designed in line with the road user hierarchy. The Junction

Assessment Tool from LTN 1/20 must be used for the design of all junctions except priority junctions between minor roads with flows below 500vpd.

5. Infrastructure needs conditions and S106 triggers to ensure that the development is linked to when new infrastructure will be built. Key connections should be built prior to first occupation. Development may need to be held back until infrastructure is in place under a monitor and manage strategy.
6. New infrastructure needs sufficient design and investigation at the outline planning stage to ensure that it is deliverable in practice when the development comes forward.

Existing Public Rights of Way (PRoW) may be proposed for improvement to provide strategic connections. Any proposal affecting PRoW must align with the Cambridgeshire Rights of Way Improvement Plan²⁰ and Cambridgeshire Active Travel Design Guide¹⁹ and must not adversely impact existing users. Proposals to change the surface of a PRoW requires approval. Information is available here: Rights of way – Cambridgeshire County Council³⁷ and the form is here.

Stage	Example of evidence submitted to the planning authority
Policy	Local Plan, Area Action Plan or Supplementary Planning Document policy stating what strategic transport infrastructure is required to enable this development, including cycle and bus infrastructure.
Master planning	Location of active travel and public transport corridors access points and routes within the development.
Application	Drawings of required routes, parameter plans showing the movement network, S106 heads of terms and triggers for external infrastructure provision, surveys and drawings of any infrastructure to be provided outside of the development.
Design code	For larger developments this will detail street layouts and cross sections, the location of active travel and public transport routes through the development and cycle parking provision.
Reserved matters	Engineering drawings of active travel and public transport routes through the development, and any infrastructure to be provided outside of the development where not secured at outline application stage.

Useful policy/guidance references

These are often listed in Local Transport Plans, Local Plans, Area Action Plans and SPDs.

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) [South Cambridgeshire Local Plan \(2018\)](#)³⁸: Chapter 4 – Policy CC/1; Chapter 5 – Policy HQ/1 (f), (i), (m); Chapter 10 – Policy TI/2.
- > Greater Cambridge Shared Planning [Sustainable Design and Construction. Supplementary Planning Document \(2020\)](#)³⁹: Paragraph 2.3.9, Table 2.1.
- > East Cambridgeshire District Council (ECDC) [East Cambridgeshire Local Plan \(2015, amended 2023\)](#)⁴⁰: Paragraph 3.6.3 – Policy Growth 5.
- > Fenland District Council (FDC) [Fenland Local Plan \(2014\)](#)⁴¹: Section 5.3 – Policy LP15.
- > [National Planning Policy Framework \(NPPF\) \(2023\)](#)³³: Section 8: Promoting Healthy and Safe Communities and Section 12: Achieving well-designed places.
- > Huntingdonshire District Council (HDC) [Huntingdonshire’s Local Plan to 2036 \(2019\)](#)⁴²: Section 5.44 – Policy LP 16.

- > HM Government Healthy Lives, Healthy People: Our strategy for public health in England (2010)⁴³.
- > PPG (2014) The Role of Health and Wellbeing in Planning.
- > Town and Country Planning Association (TCPA) Planning Healthy Weight Environments (2014)⁴⁴.
- > Cambridgeshire County Council (CCC) MyCambridgeshire interactive maps³⁶.

Good practice examples



Photo 1a and 1b: Direct access to Cambridgeshire Guided Busway and cycleway, Clay Farm development, Cambridge.



Photo 2: Toucan crossing for cyclists and pedestrians between Darwin Green and Eddington developments.



Photo 3: Cycle route connection via Bunker's Hill from Girton to Eddington.



Photos 4a and 4b: Cycle route connection to the Bell School, A1307 Babraham Road, Cambridge.



Photo 5: Segregated cycleway and footway on each side of the carriageway on a primary street, Waterbeach New Town. Dedicated space considered for pedestrians and cyclists, and lighting along the route.

Photo 6: A direct connection from the shared use path on the link road towards the town centre, Drovers Place, Huntingdon.



Photo 7: Riverside bridge linking a new development in Chesterton, Cambridge, to the existing cycle network to facilitate journeys to the city centre and station.

2 Connectivity

All new developments must be connected in terms of active travel to the existing active travel, public transport and PRow networks.

Minimum expectations

There must be a seamless, well signed, connection between walking, wheeling and cycling within a development and the existing active travel, public transport and Public Rights of Way networks.

1. All opportunities for safe, step-free, fully accessible walking and cycling site access points should be maximised and should be greater in number than the access points for motor vehicles (except where additional accesses would provide no benefit to active travel). A motor vehicle access point with safe provision for walking and cycling counts as a walking and cycling access point.
2. The site accesses should be arranged to prevent private vehicle drivers from using the site as a shortcut while undertaking longer journeys. This is best achieved through filtered permeability, or by ensuring all general traffic accesses are taken from the same main road.
3. Connections to existing PRow should provide easy access to the surrounding green spaces.
4. There should be high-quality active travel links to all nearby bus stops and train stations where appropriate.

Stage	Example of evidence submitted to the planning authority
Master plan	Details of offsite connection locations into the site.
Application	Drawings of new or improved junctions and access into the site to accompany Transport Assessment and Design and Access Statement.
Reserved matters	Engineering approval drawings where not secured at application stage.

Useful policy/guidance references

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) South Cambridgeshire Local Plan (2018)³⁸: Chapter 5 – Policy HQ/1; Chapter 10 – Policy TI/2.
- > Greater Cambridge Shared Planning Sustainable Design and Construction. Supplementary Planning Document (2020)³⁹: Chapter 2.3, Paragraph 2.3.9, Table 2.1.
- > East Cambridgeshire District Council (ECDC) East Cambridgeshire Local Plan (2015, amended 2023)⁴⁰: Section 7.8 – Policy Com 7.
- > Fenland District Council (FDC) Fenland Local Plan (2014)⁴¹: Section 5.3 – Policy LP15.
- > Huntingdonshire District Council (HDC) Huntingdonshire’s Local Plan to 2036 (2019)⁴²: Section 5.44.
- > National Planning Policy Framework (NPPF) (2023)³³: Section 8: Promoting Healthy and Safe Communities.
- > Cambridgeshire County Council (CCC) Cycle route maps (2023)⁴⁵.

Good practice examples



Photo 8: Cycle and footway link from new development to existing road, Marleigh, Cambridge.



Photo 9: Connection to the existing shared path and bus stop from Babraham Research Park, Cambridge.



Photo 10: Shorter link for those on foot or bike, Glebe Farm, Cambridge.

Poor practice example



Photo 11: Poor provision for active travel connection between the existing supermarket and new development, Trumpington Meadows, Cambridge.

3 High-quality walking networks

Developments must provide high-quality walking networks.

Minimum expectations

Ensure there is a connected, high-quality pedestrian network within a development.

1. The walking network should be safe, convenient, direct and attractive, and be fully accessible to all types of pedestrians, e.g. wheelchair and mobility scooter users, those with pushchairs and those with mobility or visual impairment in terms of access controls, widths, steps, ramps and materials.
2. Walking routes must be a minimum 2m wide (with limited pinch points of 1.5m minimum due to street furniture), step free, have a smooth, even bound surface, have appropriate crossings in compliance with LTN 1/20 (table 10-2) and have street lighting.
3. Footways should continue across all accesses and side roads unless this is not possible due to safety concerns.
4. The network should include green routes away from traffic; pathways that provide recreational, public health and wellbeing opportunities, as well as transportation links.
5. The network must be well connected to all key locations within a development including schools, shops, community spaces, open spaces and sports areas as well as key destinations outside the development.
6. Footways and footpaths must have an agreed adoption and maintenance strategy.

Stage	Example of evidence submitted to the planning authority
Policy	Local Plan, Area Action Plan or Supplementary Planning Document policy stating the above requirements.
Master planning	Must show the key walking routes through the development.
Application	Drawings of footways, crossings, lighting, surfacing and parameter plans of the movement network.
Design code	For larger developments this will detail the movement network, widths, crossing types, surfacing and lighting.
Reserved matters	Engineering drawings of footways, crossings and lighting where not secured at application stage.

Useful policy/guidance reference

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) [South Cambridgeshire Local Plan \(2018\)](#)³⁸: Chapter 5 – Policy HQ/1; Chapter 10 – Policy TI/2.
- > Greater Cambridge Shared Planning [Sustainable Design and Construction. Supplementary Planning Document \(2020\)](#)³⁹: Paragraph 2.3.9, Table 2.1.
- > East Cambridgeshire District Council (ECDC) [East Cambridgeshire Local Plan \(2015, amended 2023\)](#)⁴⁰: Section 7.8 – Policy Com 7.
- > Fenland District Council (FDC) [Fenland Local Plan \(2014\)](#)⁴¹: Section 5.3 – Policy LP15.
- > Huntingdonshire District Council (HDC) [Huntingdonshire's Local Plan to 2036 \(2019\)](#)⁴²: Section 5.44 – Policy LP 16.
- > [National Planning Policy Framework \(NPPF\) \(2023\)](#)³³: Section 8: Promoting Healthy and Safe Communities; Section 9: Promoting Sustainable Transport.

Good practice examples



Photo 12: Continuous footway across a side road in Waterbeach.



Photo 13: Continuous footway for pedestrians, Histon.



Photo 14: Segregated walking route forming link to Busway via Community Garden, Clay Farm, Cambridge.

Poor practice example



Photo 15: Lack of continuous footway over car park entrance, Darwin Green, Cambridge.

4 High-quality cycle routes

Large developments should provide high-quality cycle routes with a distance of 250 m between key cycle routes. This may not be applicable for smaller developments.

Minimum expectations

Developments should provide high-quality cycle routes with a minimum distance of 250 m between key cycle routes.

1. The cycle network should be LTN 1/20 compliant, safe, convenient, direct and attractive and connect all key locations within a development including schools, shops, community spaces, open spaces and leisure facilities as well as key destinations outside the development.
2. The network should include a) green routes away from traffic, b) cycle provision alongside primary streets and c) routes that link streets through residential areas and across gaps between plots (designed to be low speed and low-trafficked). Shared paths may be appropriate through green spaces dependent on predicted usage levels but issues of potential conflict with people walking, particularly at junctions with other paths, should be considered and designed out.
3. The cycle network needs planning at the master planning and design code stages to ensure it connects all areas and facilities within the development and links to key destinations outside. General design principles for the different types of proposed infrastructure must also be included at the design code stage and be aligned with the Cambridgeshire Active Travel Design Guide as well as meet LTN 1/20 standards.
4. Fully segregated or stepped cycleways must be provided on both sides of primary streets/spine roads, ideally with a verge between the carriageway and the cycleway to prevent cars parking on the cycleway. Two-way cycleways on one side of the road will only be acceptable where there is little or no development on the other side of the road and crossing movements are provided for. Applicants will need to show at the outline stage that there is enough road corridor space provided on primary streets and at junctions. Cross sections and side road treatment will need to be provided at this stage.

5. Section 14.3 in LTN 1/20 sets out key considerations for a cycle network within a new development, including the five core design principles to which it should comply. Figure 4.1 indicates suitable types of infrastructure related to expected speeds and traffic volumes to achieve appropriate protection from motor vehicles.
6. Any paths that link streets within a development should be designed for both walking and cycling with good forward visibility at each end.
7. There should be a presumption against unsealed surfaces for off-road cycle and shared use paths and drainage gullies should be cycle friendly.
8. Cycle paths must have an agreed adoption and maintenance strategy.

Stage	Example of evidence submitted to the planning authority
Policy	Local Plan, Area Action Plan or Supplementary Planning Document policy stating the above requirements.
Master planning	Should show the key cycling routes through the development.
Application	Drawings of cycle infrastructure, including cycleways, roads, crossings, surfacing, lighting and parameter plans of the cycle movement network.
Design code	For larger developments this will detail the cycle movement network, general design principles for segregated cycleways, shared paths and cycleways within streets including surface treatments, widths, crossing types, surfacing and lighting.
Reserved matters	Engineering drawings of the detailed design of the cycle infrastructure, including cycleways, roads, crossings, surfacing and lighting where not secured at application stage.

Useful policy/guidance references

For further guidance refer to:

- > Department for Transport (DfT) [Cycle Infrastructure Design, LTN 1/20 \(2020\)](#)⁴: Section 14.3 and Section 6.2.
- > [South Cambridgeshire Local Plan \(2018\)](#)³⁸: Chapter 5 – Policy HQ/1; Chapter 10 – Policy TI/2.

Good practice examples



Photo 16: Continuous footway and cycleway across car park access, Darwin Green, Cambridge.



Photo 17: Side road treatment, Waterbeach.



Photos 18a and 18b: Segregated cycleway and footway, Green End Road, Cambridge.



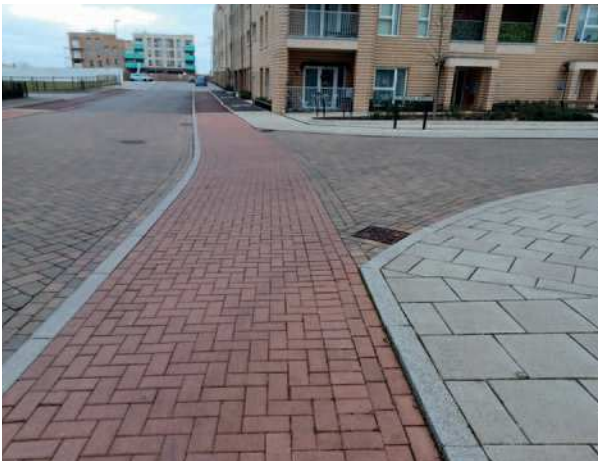


Photo 19: Use of different surface materials for cycle track, Darwin Green, Cambridge.



Photo 20: Stepped cycle lane on each side of the carriageway on a primary street, Northstowe Phase 2 (it is recommended to put signs on wooden bollards (see photo 49) or existing posts to reduce street clutter).

Poor practice examples



Photo 21: Priority given to vehicles accessing car park rather than those using the shared path, (note: in this urban location cyclists and pedestrians should also be segregated) Cambourne, South Cambridgeshire.



Photo 22: Side road crossing which keeps kerb lines giving the feel of a traditional junction contrary to the give way markings. Design should reinforce the priority, Eddington, Cambridge.



Photos 23a & 23b: Junction of off-road shared paths where segregation and give way lines have been introduced retrospectively to reduce conflict between users in Eddington, Cambridge.

5 Liveable neighbourhoods

Active travel and healthy living should be prioritised and encouraged through the design of the development.

Minimum expectations

1. Routes for walking and cycling should be shorter and more direct than the equivalent by car where feasible. Opportunities should be taken to include car-free routes and filtered permeability, which provide more direct and convenient routes for walking, cycling and wheeling compared with the equivalent journey by car. Filtered permeability could be provided in the form of removable bollards where access for emergency vehicles remains, or camera enforcement where allowed, and appropriate, for access by buses.
2. Street design should self-enforce slow vehicle speeds with a design speed of below 20 mph. This should include regular speed control measures and tight radii at side road junctions as set out in Cambridgeshire’s Highway Development Management General Principles of Development²³ and Manual for Streets⁹. No new or improved streets should be designed and signed for speeds above 30 mph.
3. Large developments should follow the principles of the 20-minute neighbourhood: Town and Country Planning Association (TCPA) The 20-minute neighbourhood (2021)⁴⁶.
4. Any new development will be expected to apply the principles of Healthy Streets (see Figure 2)⁴⁹.
5. Schools must be located close to attractive active travel routes in an easily accessible location for the whole development, and away from primary/high trafficked roads. School drop off/pick up should be less convenient by car. Active travel



Figure 2: Healthy Streets Indicators

infrastructure around schools should consider higher capacity needed at peak times, e.g. wider footways and cycleways.

6. All new or improved junctions must be designed in line with the movement hierarchy. The Junction Assessment Tool from LTN 1/20 (Appendix B) should be used for the design of all

junctions except priority junctions between minor roads with flows below 500VPD.

7. Appropriate crossing types (signalised/zebra/uncontrolled/continuous footway) should facilitate walking and cycling desire lines. Crossings should be accessible to all and comply with standards set out in LTN 1/20 and Inclusive Mobility.

Stage	Example of evidence submitted to the planning authority
Policy	Local Plan, Area Action Plan or Supplementary Planning Document policy stating the above requirements.
Master planning	School, local centre and amenity locations, road layout and key off-road cycle routes through green areas should be shown.
Application	Drawings of access, street and junction layouts including all crossing places. Parameter Plans showing the movement network.
Design code	For larger developments this will detail street layouts and cross sections, junction typologies and crossing types to be used in the development.
Reserved matters	Engineering drawings of access, street and junction layouts including all crossing places where not secured at application stage.

Useful policy/guidance references

For further guidance refer to:

- > Department for Transport (DfT) [Gear Change: A Bold Vision for Cycling and Walking \(2020\)](#)¹
- > Active Travel England (ATE) [Active Travel Information Portal](#)⁴⁷
- > London Cycling Campaign (LCC) and Living Streets (LS) [A Guide to Low Traffic Neighbourhoods \(2019\)](#)⁴⁸
- > Healthy Streets [The 10 Healthy Streets Indicators \(2023\)](#)⁴⁹

Good practice examples

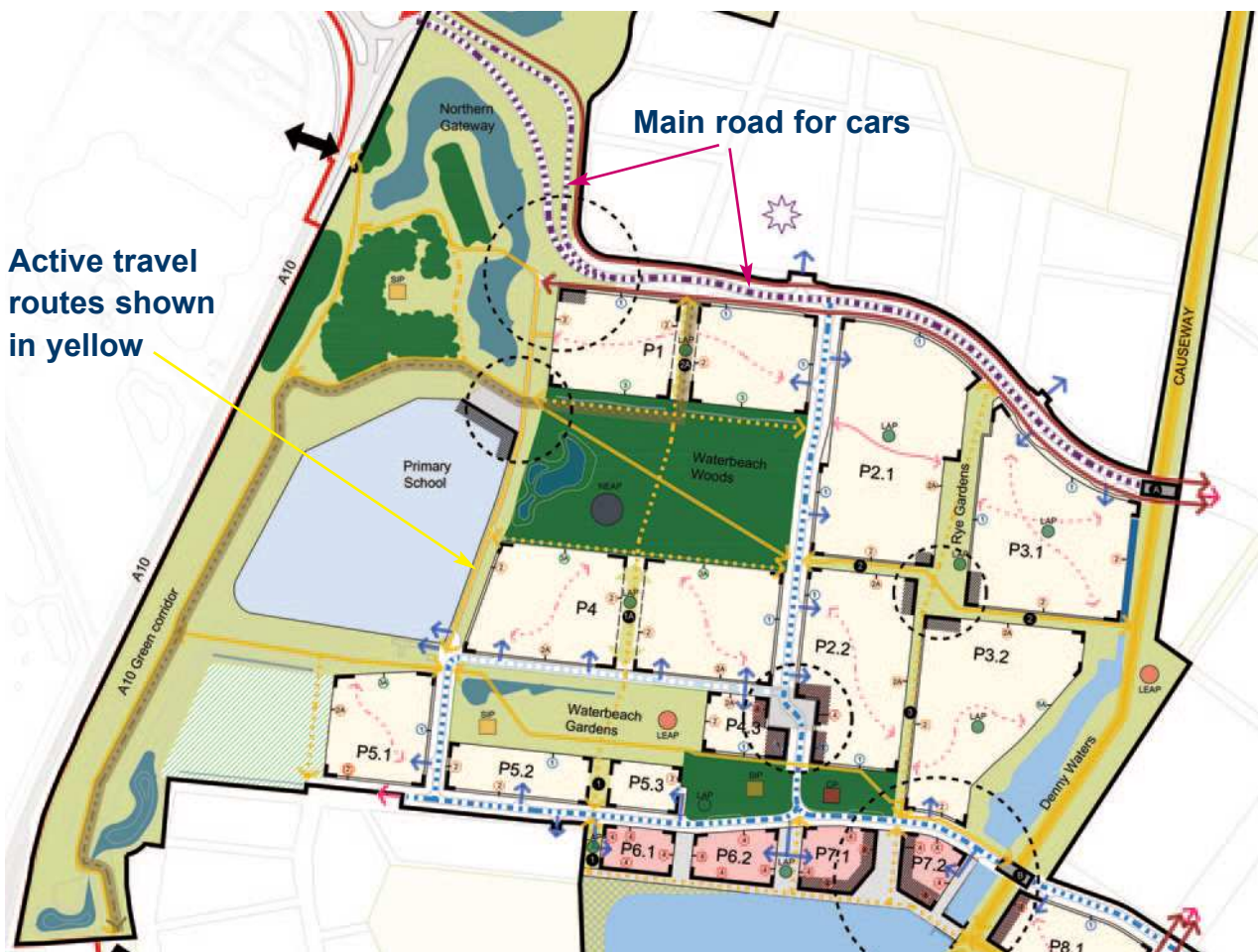


Figure 3: Dedicated active travel routes planned with limited vehicular access to the primary school, Waterbeach.



Photo 24a: Use of rising bollards to act as a modal filter allowing only buses, taxis, emergency vehicles and cyclists, to use the main high street through the development Monday – Friday, 7am – 7pm, Eddington, Cambridge.



Photo 24b: Permanent restriction on primary road through the Clay Farm development to prevent through traffic.



Photo 25: Community link, Waterbeach.



Photo 26: Car free frontage, Marmalade Lane, Cambridge.



Photo 27a: Modal filtering used (using removable bollards to allow emergency access) along road to prevent through vehicular traffic, Clay Farm, Cambridge.



Photo 27b: The same road where the design could better reflect the shared space concept as this layout looks to users as if the footway is blocked by planting, Clay Farm, Cambridge.

6 Cycle parking

Cycle parking should be provided in well lit, convenient and easily accessible areas for all types of development.

1. Cycle parking should be secure, easily accessible and covered, in line with LTN 1/20 or local planning policy where the local plan requirement is higher.
2. Sheffield stands are generally preferred, and vertical or semi-vertical cycle racks are not acceptable.
3. Drawings and illustrative dimensions to guide the space requirements for cycle parking can be found in the Cambridge City Council's [Cycle Parking Guide for New Residential Developments](#).⁵⁰
4. Parking bays for cycle/scooter hire schemes should be considered where appropriate.



Short-stay cycle parking

Accessible, overlooked and appropriate short-stay/visitor cycle parking must be provided for shops, community facilities, schools, offices, play areas and open spaces across the development as well as for flats and other multi-occupancy buildings. Cycle parking at bus stops should also be provided where appropriate, particularly at key interchanges.

Minimum expectations

All short stay/visitor cycle parking should be conveniently located as close as possible to the main entrances of buildings and in an area where it is subject to natural surveillance and well lit.

1. Visitor cycle parking should be provided at each public entrance of blocks of flats, community services and businesses.
2. Space for short-stay cargo bike/trailer parking should be provided at key locations such as schools, nurseries, libraries and retail centres.
3. Cycle parking should minimise conflicts between cycles, motor vehicles and pedestrians.
4. Opportunities should be taken to locate short-stay parking under cover, for example where there is building overhang, this should be considered for larger areas of short-stay cycle parking.

Good practice examples



Photo 28a: Short stay cycle parking for visitors, Eddington, Cambridge.



Photo 28b: Short-stay cycle parking for visitors, Clay Farm, Cambridge.

Long-stay cycle parking

Appropriate, secure, easily accessible, covered long-stay cycle parking must be provided for students/school children, staff and for residents as well as for users of train stations, bus stations and other transport hubs such as Park and Rides.

Minimum expectation

Long-stay cycle parking must be in a secure location and at least as convenient as any car parking provided.

1. All residential cycle parking must be provided in a secure, lockable location and a proportion of the cycle parking for non-residential development should be provided within a lockable, secure location. Access to cycle parking should be as close as is practical to staff entrances and closer than non-disabled staff car parking.
2. Cambridge City Council's [Cycle Parking Guide for New Residential Developments](#)⁵⁰ provides guidance on all aspects of residential cycle parking.
3. Sheffield stands or similar are the preferred option, but the use of high-low and two-tier/double stacker racks could be considered for non-residential and large student developments. Two-tier cycle parking should include a secure locking point that a frame can be locked to and integral to the stand rather than bolted on.
4. A minimum of 20 per cent of the cycle parking spaces required should be useable by those unable to lift a cycle or use a ramp and locating them in a basement or above ground floor should be avoided unless it can be shown to be easy to use. Any ramps must have a gradient of no more than 1 in 4 on both sides of any stepped access.
5. As set out in LTN 1/20, 5 per cent of the cycle parking should be useable by non-standard cycles such as tricycles and cargo bikes with adequate space for easy manoeuvring. This parking should be located in as convenient a location as possible and clearly marked with a stencil and signage. Where demand for cycle parking is high, such as at transport hubs, floor anchors or low Sheffield stands should be installed instead of conventional stands to dissuade those with standard cycles from using them.

Stage	Example of evidence submitted to the planning authority
Policy	Cycle parking policies.
Design codes	Cycle parking requirements and general provisions.
Application or reserved matters	Cycle parking drawings and specifications.

Useful policy/guidance references

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) [South Cambridgeshire Local Plan \(2018\)](#)³⁸: Chapter 4 – Policy CC/1; Chapter 5 – Policy HQ/1; Chapter 10 – Policy TI/2 and TI/3.
- > Greater Cambridge Shared Planning [Sustainable Design and Construction. Supplementary Planning Document \(2020\)](#)³⁹: Chapter 2.3, Table 2.1.
- > Huntingdonshire District Council (HDC) [Huntingdonshire's Local Plan to 2036 \(2019\)](#)⁴²: Chapter 5 – Policy 17.
- > East Cambridgeshire District Council (ECDC) [East Cambridgeshire Local Plan \(2015, amended 2023\)](#)⁴⁰: Section 7.9 – Policy Com 8.
- > Fenland District Council (FDC) [Fenland Local Plan \(2014\)](#)⁴¹: Section 5.3 – Policy LP15.
- > Cambridge City Council (CCiC) [Cycle Parking Guide for New Residential Developments \(2010\)](#)⁵⁰.
- > Transport for London (TfL) [London Cycling Design Standards \(2014\)](#)⁵¹.
- > Cambridge Cycling Campaign, [Making Space for Cycling – A guide for new developments and street renewals \(2014\)](#)⁵².

Good practice examples



Photo 29: Secured bike shelter with keypad locking system, Marmalade Lane, Cambridge.



Photo 30: Secured bike shelter with swipe card access, Eddington, Cambridge.

7 Active travel routes to be delivered before occupancy

Key active travel infrastructure should be ready for use when residents move in to enable safe connections to facilities and establish good behaviour practices.

Minimum expectations

Key cycle and walking infrastructure should be completed and connected when first residents move in.

1. The development should provide off-site LTN 1/20 compliant routes to relevant destinations such as schools, local centres, employment centres, railway stations and the existing cycling network. There should be active travel routes connecting to new facilities from when they first open and this should be guaranteed through a S106 or S38 Agreement. This will require outline conditions and ongoing dialogue with master developers to

ensure key routes are constructed to link housing plots in time for the opening of schools and other key destinations.

2. If roads or paths are closed for construction works, there must be advanced notification to residents of any works and alternative routes must be available and appropriately signed, including at entry points, to avoid long diversions.
3. Any temporary road surfaces and crossings should be smooth and safe to allow easy access for users of all abilities including those using mobility aids or pushchairs.

Stage	Example of evidence submitted to the planning authority
Application	Active travel infrastructure completion programme and phasing plan including details of the timing of the construction of paths and key routes within the development.

Useful policy/guidance references

For further guidance refer to:

- > Department for Transport (DfT) [Local Transport Note 1/20: Cycle Infrastructure Design](#) (2020)⁴: Chapters 13, 14 and 15.
- > Cambridgeshire County Council (CCC) [Cambridgeshire Highways Development Management General Principles for Development](#) (2023)²³.

Good practice examples



Photo 31: Shared use path built early in the development to connect the first residential path to the primary school, Northstowe.

Poor practice example



Photo 32: Important link to existing network along edge of development incomplete whilst development built out so unusable to new residents, Darwin Green, Cambridge.

8 Construction access

Access for construction vehicles as the development is inhabited should consider the safety of residents walking, wheeling or cycling during construction, as well as how active travel infrastructure is built and made accessible to residents prior to completion.

Minimum expectations

A separate construction access only route should be provided during buildout of the development, or if it is not possible, then the developer should provide mitigating solutions to ensure active travel routes are safe and connected.

1. The construction access route for the duration of the construction should allow for all key active travel infrastructure within the development to be completed before first occupation.

2. Any primary streets with segregated cycle infrastructure should be constructed fully before any adjacent plots are developed. Development parcels adjacent to primary streets could have restricted access to the primary street for services and driveways to enable early construction of the primary street, and delays associated with construction of the parcel frontages. This would be defined in the design code.

Stage	Example of evidence submitted to the planning authority
Application	Construction access routes and construction phasing plan in relation to streets and plots and overall construction and whether construction will require the closure of primary streets.
Reserved matters	Details of construction phasing and method to ensure access is provided during construction where not secured at application stage.

Useful policy/guidance references

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) South Cambridgeshire Local Plan (2018)³⁸: Chapter 5 – Policy HQ/1; Chapter 10 – Policy TI/3.
- > Greater Cambridge Shared Planning Sustainable Design and Construction. Supplementary Planning Document (2020)³⁹: Paragraph 2.3.9, Table 2.1.
- > East Cambridgeshire District Council (ECDC) East Cambridgeshire Local Plan (2015, amended 2023)⁴⁰: Section 7.8 – Policy Com 7.
- > Fenland District Council (FDC) Fenland Local Plan (2014)⁴¹: Section 5.3 – Policy LP15.
- > Huntingdonshire District Council (HDC) Huntingdonshire’s Local Plan to 2036 (2019)⁴²: Section 4.55 – Policy LP 4.

Good practice examples



Photo 33: Construction vehicle access route away from the primary street, Northstowe Phase 2.



Photo 34: Construction traffic access route, Marleigh, Cambridge.



Photo 35: Frontages designed to be accessed from within the plot allowing primary roads to be completed, Eddington, Cambridge.

9 Public transport

To support longer journeys by public transport the development needs early planning of routes, bus stops, shelters, bus service support and shelter maintenance agreements, as well as safe and convenient connections by active modes to both bus stops and local train stations.

Minimum expectations

There should be seamless connections for onward travel by sustainable modes by ensuring high-quality routes to rail stations where applicable and that buses are able to serve new developments and can use primary roads from the first occupancy, with supporting infrastructure such as bus stops with shelters, seating and cycle parking.

1. Access to local railway stations where applicable.
2. Bus routes, stops and interchanges/hubs should be planned at the pre-application stage. Seek S106 at outline stage for a bus service if needed, in consultation with CPCA Public Transport team and bus operators.
3. Where there are segregated cycle routes, bus stops should be designed with a cycle by-pass in accordance with LTN 1/20 (6.6.8)⁴.
4. All locations within the site should ideally be within a 400 m or five-minute walking distance of a public transport station or stop.
5. Bus stops should be located in pairs, opposite each other, and located at key destinations and be near to well designed, safe crossing places.
6. Bus stops should be well designed with good quality shelters, timetables/real-time information, seating and cycle parking if needed.
7. Early discussion with the Local Highway Authority and City, Town or Parish Councils to agree on bus shelter type and locations.
8. Bus shelter maintenance must be detailed at outline planning stage and approval sought from the relevant Parish, Town or City Council.

Stage	Example of evidence submitted to the planning authority
Masterplan	Bus circulation route and bus stop locations.
Application	Drawings of bus stop layout and main roads within development. Details of highway layouts, bus shelters, bus shelter maintenance, real-time bus information at bus stops. Bus service enhancement payments or provisions and bus shelter maintenance in the S106.
Design code	For larger developments this will detail bus stop location and layout and the width and layout of main roads within development. Details of bus shelters, real-time bus information at bus stops and other provisions at bus stops like cycle parking and bins.
Reserved matters	Engineering approval drawings of bus stops and roads where not secured at application stage.

Useful policy/guidance references

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) [South Cambridgeshire Local Plan \(2018\)³⁸](#): Chapter 10 – Policy TI/2.
- > Greater Cambridge Shared Planning [Sustainable Design and Construction. Supplementary Planning Document \(2020\)³⁹](#): Paragraph 2.3, Table 2.1.
- > Huntingdonshire District Council (HDC) [Huntingdonshire’s Local Plan to 2036 \(2019\)⁴²](#): Section 5.47 – Policy LP 16.
- > Sustrans, [Active Travel Toolbox: Linking Active Travel and Public Transport to Housing Growth and Planning \(2017\)⁵³](#).

Good practice examples



Photo 36: Cycle by-pass at bus stop, Huntingdon Road, Cambridge.



Photo 37: Bus stop and shelter, Eddington, Cambridge.



Photo 38: Cycle parking at a bus stop by Love's Farm development, St Neots.

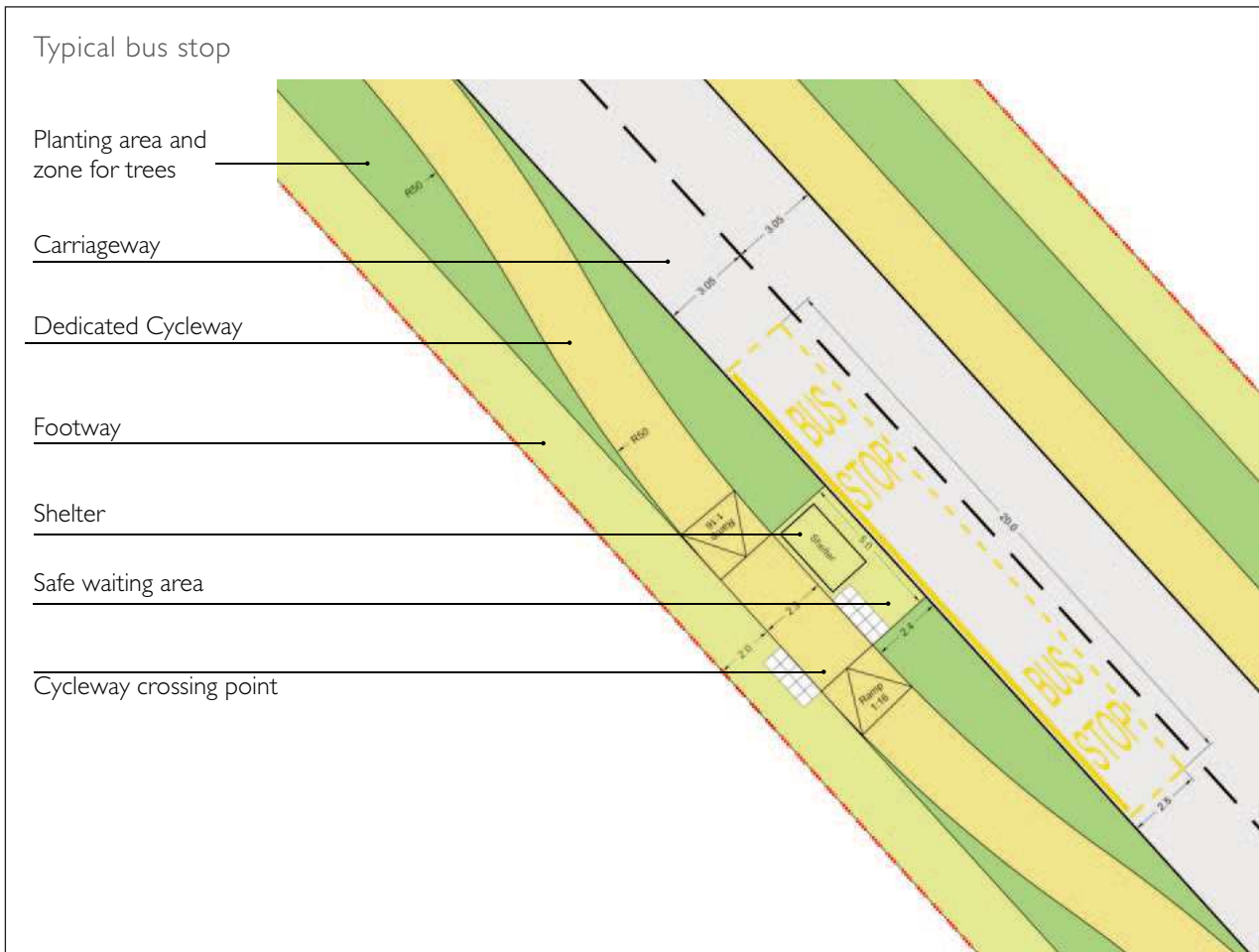


Figure 4: Design Code extract showing bus stop design, Northstowe Phase 2.

Poor practice example



Photo 39: Section of footway across verge to access bus provided retrospectively several years after bus stop became operational, Cambourne.

10 Managing car parking

The overall design of developments should proactively avoid known barriers to active travel such as illegal or inconsiderate car parking as a consequence of poor design.

Minimum expectations

Car parking for dwellings needs consideration and must be aligned to the Local Plan policy of the relevant Local Planning Authority.

1. Car parking provision should consider car ownership levels to discourage overspill parking onto streets.
2. Parking provision and design should prevent cars parking on pavements or stepped cycle lane, e.g. adequate visitor parking, avoidance of unsuitable parking designs.
3. Parking restrictions and enforcement will need to be considered for each development. Temporary measures will need to be taken by the developer to ensure cycleways and footways are kept free of parking whilst the road is unadopted.
4. On-street parking should be carefully designed otherwise it can lead to obstruction of footways, public spaces and cycle paths.
5. Designated areas for parking for trades should be provided during construction.
6. The potential for overspill parking from nearby destinations will need to be understood and managed.
7. Garage and carport dimensions should allow sufficient width for cars; recommended widths are 3.3 m x 6 m to avoid parking on streets. If also providing cycle parking, then garages should be larger.
8. Driveways need to be long enough to ensure that cars do not intrude onto the adjacent highway and that garage doors can be lifted, or front doors opened without having to move the car. An allowance of at least 1 m should be provided.

Stage	Example of evidence submitted to the planning authority
Policy	Car parking policies.
Design codes	Car parking requirements and general provisions.
Application or reserved matters	On-street and off-street car parking drawings and specifications.

Useful policy/guidance references

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) [South Cambridgeshire Local Plan \(2018\)](#)³⁸: Chapter 5 – Policy HQ/1; Chapter 10 – Policy TI/3.
- > Greater Cambridge Shared Planning [Sustainable Design and Construction. Supplementary Planning Document \(2020\)](#)³⁹: Paragraph 2.3.9, Table 2.1.
- > East Cambridgeshire District Council (ECDC) [East Cambridgeshire Local Plan \(2015, amended 2023\)](#)⁴⁰: Section 7.9 – Policy Com 8.
- > Fenland District Council (FDC) [Fenland Local Plan \(2014\)](#)⁴¹: Appendix A – parking standards.
- > Huntingdonshire District Council (HDC) [Huntingdonshire’s Local Plan to 2036 \(2019\)](#)⁴²: Section 5.52 – Policy LP 17.
- > Huntingdonshire District Council (HDC) [Huntingdonshire Design Guide SPD \(2017\)](#)⁵⁴: Section 3.5.
- > Cambridge City Council (CCiC) [Cycle Parking Guide for New Residential Developments \(2010\)](#)⁵⁰.

Good practice examples



Photo 40: Parking on driveways and in laybys leaving shared area free, Fyson Way, Warboys.

Poor practice examples



Photo 41: Car parked on footway despite large paved area. Marked bays and planting areas could have been considered, Wellbrook Way, Girton.



Photo 42: Parking on cycle lanes, Darwin Green, Cambridge.



Photo 43: Due to poor planning, cycle lanes are being obstructed by parked cars and bins, Northstowe Phase 1.

11 Healthy living and leisure

New development should offer facilities for healthy living within the development and for leisure opportunities beyond the site to promote healthy lifestyles. Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Board are producing a Healthy Places Joint Strategic Needs Assessment (HP JSNA) on the Built Environment and Health which will be drafted in early 2024.

Minimum expectations

Measures to promote healthy new communities should apply the approach to include 10 Healthy Streets Indicators (see Figure 2, page 29).

1. Seats placed in public spaces and along pedestrian routes for people to rest, situated in well-lit areas with litter bins.
2. Signage for key routes to enable orientation around a new development and creation of dementia-friendly environments.
3. Shade provided by trees.
4. Safe and attractive routes to allow countryside and green areas to be accessible to the widest possible range of people and encourage healthy activities. For example, a perimeter path around the development and strategic connections and routes outside of the development to key green infrastructure facilities and networks.
5. Existing PRow should be retained on their existing alignment retaining their natural character where possible. The PRow network should be enhanced to mitigate the impact of any changes if needed.
6. Proposals must align with the Cambridgeshire Rights of Way Improvement Plan¹³ and Cambridgeshire Active Travel Design Guide.
7. Consideration of infrastructure to enable cargo bike delivery or cycle hire.

Stage	Example of evidence submitted to the planning authority
Policy	Local Plan, Area Action Plan or Supplementary Planning Document policy stating the above requirements.
Application	Drawings showing details of seats, surfaces, signage and public rights of way upgrades surrounding the development.
Design code	For larger developments this will detail the seats, surfaces, signage and strategy within the development.
Reserved matters	Engineering drawings of the detailed design of the seats, surfaces and signage where not secured at planning stage.

Useful policy/guidance references

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) [South Cambridgeshire Local Plan \(2018\)](#)³⁸: Chapter 10 – Policy TI/2.
- > Greater Cambridge Shared Planning [Sustainable Design and Construction. Supplementary Planning Document \(2020\)](#)³⁹: Table 2.1.
- > East Cambridgeshire District Council (ECDC) [East Cambridgeshire Local Plan \(2015, amended 2023\)](#)⁴⁰: Section 7.
- > Fenland District Council (FDC) [Fenland Local Plan \(2014\)](#)⁴¹: Section 3.3.
- > Huntingdonshire District Council (HDC) [Huntingdonshire's Local Plan to 2036 \(2019\)](#)⁴²: Section 7.54 – Policy LP 29.
- > Transport for London (TfL), [Healthy Streets for London \(2023\)](#)³⁴.
- > Newcastle University, [Designers guideline to ensure Mental Health is considered \(2023\)](#)⁵⁵.

Good practice examples



Photo 44: Benches along the cycleway in Northstowe Phase 1.



Photo 45: Developer considers sufficient space for equestrian crossing from Rampton to Longstanton via Northstowe Phase 2.



Photo 46: Secured cycle parking which allows the community to hire e-bikes via an app for leisure or longer travel, Northstowe.



Photo 47: Benches provided to achieve healthy and safe places, Darwin Green, Cambridge.



Photo 48: Wayfinding promoting active travel, Eaton Socon, St Neots.



Photo 49: Less obtrusive shared use signage on wooden bollard rather than larger post, West Cambourne.

Poor practice example



Photo 50: Numerous signs in Eddington, Cambridge.

12 Welcome packs and travel planning

Sustainable travel options should be made clear to new residents and occupants.

Minimum expectations

Welcome packs are key in new communities to establish exemplary active travel patterns from the outset.

1. Welcome packs with relevant maps and other active travel and public transport-related information should be sent to every household, employer and school.
2. Events and travel surveys to be undertaken from an early stage of a development and then annually for a minimum of five years.
3. A Travel Plan Coordinator needs to be appointed for the development with sufficient budget and for sufficient length of time (proportionate to the size of the development) to promote sustainable and active travel and encourage uptake of incentives aimed at promoting active travel or use of

public transport. This should be detailed in a travel plan which should be conditioned or guaranteed by a S106 obligation.

4. The Travel Plan Coordinator for a major development should also work with local employers and schools within the development and locally.
5. Welcome packs should be given to new residents as they move into their new home.
6. The County Council's Transport Assessment Team will be looking to secure active travel vouchers and/or free bus travel to encourage residents or staff travel to development sites sustainably.

In the future, developers will be able to purchase a standard or bespoke welcome pack from the Active Travel Team.

Stage	Example of evidence submitted to the planning authority
Application	Welcome packs with details from the Travel Plan to be secured by condition.

Useful policy/guidance references

For further guidance refer to:

- > Town and Country Planning Association (TCPA) Practical Guides for Creating Successful New Communities Guide 13: Sustainable Transport (2020)⁵⁶: Section 3:2, Principle 2.

Good practice example

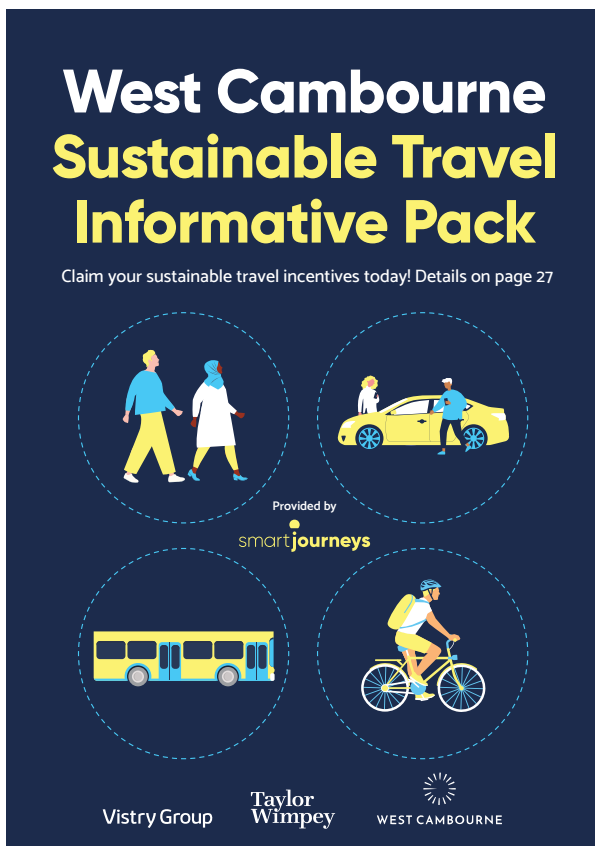


Figure 5: Welcome pack developed for West Cambourne residents.

13 Reserve fund

Unplanned active travel or public transport infrastructure may be needed in any large development and a reserve fund should be agreed, for example, 5–10 per cent of the total S106 travel plan contribution.

Minimum expectations

A reserve fund should be provided through the S106 agreement.

This is to ensure funding for active travel infrastructure or provision, that is related to a development as it evolves. Typically, it has not been highlighted in a consent condition or S106. In large complex developments funding for these extras will always arise and be required.

Stage	Example of evidence submitted to the planning authority
Application	This is applicable for large developments of over 1,000 dwellings where a S106 funded contribution should be secured.

Useful policy/guidance references

For further guidance refer to:

- > South Cambridgeshire District Council (SCDC) [South Cambridgeshire Local Plan \(2018\)](#)³⁸: Chapter 10 – Policy TI/2.
- > Greater Cambridge Shared Planning [Sustainable Design and Construction. Supplementary Planning Document \(2020\)](#)³⁹.
- > Huntingdonshire District Council (HDC) [Huntingdonshire's Local Plan to 2036 \(2019\)](#)⁴²: Section 4.55 – Policy LP 4.

Good practice example



Photo 51a and 51b: Uncompleted path from Longstanton Park and Ride to Northstowe Phase 2 that was not provided for at the outline stage and therefore required additional funding to implement after the development was largely complete.

Appendix 1

Cambridgeshire New Development Active Travel Design Checklist (LTN 1/20 compliant cycle routes) – Applicant's response form

Applicants are asked to fill in the Applicant's response form detailing whether each item is applicable to the development and if so, how it has been considered. This may be submitted as an Active Travel Toolkit for New Developments Response or as a separate section within a Design and Access Statement or Transport Assessment. For outline applications some elements of the Toolkit may become incorporated into parameter plans, conditions or S106 heads of terms. For reserved matters or full applications, details may be required in submitted drawings and plans. In the table below, please detail references where applicable.

For each of the key considerations below, describe how the it has been applied and evidence provided.

If not applicable use 'N/A' with brief justification.

- 1 Strategic active travel connections to key destinations.**
- 2 Connectivity to the existing active travel, public transport and public rights of way networks.**
- 3 High-quality walking networks within the development.**
- 4 High-quality cycle routes within the development.**
- 5 Liveable neighbourhoods – encourage and prioritise active travel through the design of the development.**
- 6 Cycle parking (short stay and long stay).**
- 7 Active travel provision before first occupation.**
- 8 Active travel provision during construction.**
- 9 Public transport provision within and to the new development.**
- 10 Managing car parking to prevent a barrier to active travel.**
- 11 New development should offer ways for healthy living within the development and for leisure opportunities beyond the site to promote healthy lifestyles.**
- 12 Sustainable travel options should be made clear to new residents and occupants.**
- 13 Unplanned infrastructure may be needed in any large development and a reserve fund should be agreed for this.**

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1. Active Travel Strategy High Level Action Plan: Update and Progress to Date

ATAP 01: Develop a prioritised action plan of studies and schemes. Schemes to be included as an expanded Cambridgeshire Local Cycling and Walking Infrastructure Plan.

The Active Travel (AT) team is currently engaged in implementing the prioritised action plan, which is underway and actively advancing.

ATAP 02: Finalise an Active Travel Toolkit for new developments to be endorsed by all authorities.

The AT team has completed the Toolkit and is scheduled to present it to the Highways & Transport (H&T) Committee on 5 March 2024, seeking approval.

ATAP 03: Investigate rebalancing of the CCC maintenance programme and budget with a higher prioritisation given to active travel infrastructure.

Consultants are presently collaborating with officers from various teams to formulate a preliminary hierarchy for active travel routes concerning maintenance. Approval for broader validation of network categorisation, considering local contexts such as location, usage, and community significance, will be sought at the H&T Committee in January before reaching out to wider stakeholders and local communities.

ATAP 04: Explore different funding models for the maintenance of schemes, e.g. an adopted position on the use of commuted sums.

The Highways Commuted Sums Policy was adopted at the H&T Committee in March 2023.

ATAP 05: Review/update the Rights of Way Improvement Plan.

The 2016 Cambridgeshire Rights of Way Improvement Plan (RoWIP) does not explicitly address active travel, even though Guiding Principle GP2 alludes to the importance of "Countryside Access provision being safe for users and encouraging healthy activities." One of the six priorities of the Cambridgeshire Health and Wellbeing Board is to promote healthy lifestyles and behaviours in all actions and activities, respecting individuals' personal choices. The RoWIP is set to undergo an update in 2026, and the AT team will collaborate closely with the Definitive Map team to integrate active travel considerations into the revised plan.

ATAP 06: Review and update the Transport Investment Plan (TIP) and associated processes for scheme inclusion and inputting of information to ensure it remains an effective tool.

The TIP has undergone a name change to the Transport Proposals Database (TPD), and the AT team is collaborating with colleagues to assess and revise it. The outcomes of this effort will contribute to the prioritisation of the action plan.

ATAP 07: Provide easily accessible online information to the public on existing walking and cycling routes, either via MyCambridgeshire, or an alternative digital platform. Regular updates of cycle maps are to be provided online and printed. Identify internal resources to distribute maps to key locations as needed and seek funding for updating and printing.

In May 2023, updates were made to all cycle maps, featuring new designs for Chatteris, March, and South West Cambridge. These revised maps are now accessible on the County Council website, please refer here: [Cycle routes and maps - Cambridgeshire County Council](#).

Additionally, 5,000 hard copies have been printed and are presently being distributed throughout the County to locations such as libraries, tourist centres, cycle shops, and community centres.

ATAP 08: Update CCC Highway Development Management General Principles for Development guidance to reflect the priority placed on embracing active travel in all decisions, developments, schemes and projects.

The AT team is collaborating with the Highways Development Management team regarding the toolkit and will provide input for the guidance updates.

ATAP 09: Investigate innovative ways to maintain the network such as using volunteers and community groups, considering the creation of charitable trusts.

The AT team will explore potential collaborations with Parish Councils, Sustrans, and local volunteer groups to explore optimal approaches for maintaining the active travel network, especially for rural off-road paths where overgrown vegetation can pose challenges to usability.

ATAP 10: Work with partners and external organisations to identify successful schemes which have enabled more people to either walk or cycle and look to expand the success to other parts of the county.

E-Cargo Bike Try-Before-You Buy Bid:

The AT team has collaborated closely with the Cambridgeshire and Peterborough Combined Authority (CPCA) and Peterborough City Council (PCC) to submit a bid for the Sustainable Cities Mobility Challenge 2024 in partnership with eitClimate-KIC, co-funded by the European Union on 24 November 2023.

Cambridgeshire County Council (CCC) has been conducting a pilot of the try-before-you-buy model since July 2021. This initiative, featuring electric cargo (e-cargo) bikes, has garnered significant popularity, resulting in a four-week waiting list for bike borrowings. The scheme, consisting of eight bikes (four for families and four for businesses), has seen over 160 cargo bike trials, with over 65% of participants opting to purchase a cargo bike after the trial period. Although the current scheme has been

successful, its funding is limited to three years, and it is expected to conclude in spring 2024.

The proposed try-before-you-buy e-cargo bike scheme aims to support residents and businesses in decarbonising their transport choices and enhancing local air quality. Building on the success in Cambridgeshire, the expanded scheme will include eight additional bikes, reaching out to Cambridgeshire market towns and Peterborough city. The Cambridgeshire scheme will add three more family cargo bikes, while Peterborough will have four family bikes and one business bike available. Details of the bikes and the loan duration (1 to 8 weeks) can be accessed online, with a small fee to participate, ensuring the bikes are valued.

The comprehensive cost of extending the scheme, which includes purchasing the e-cargo bikes for both Cambridgeshire and Peterborough, along with expenses for GPS, branding, marketing, bike delivery, reporting, servicing, and spare parts, amounts to £77,380.80.

If the bid is successful, the project is anticipated to commence in March 2024 and conclude in July 2025.

Defra Air Quality Bid:

The AT team has collaborated closely with CPCA and PCC, submitting an air quality bid to Defra.

The Air Care Project aims to either reduce or maintain NO₂ emissions within Cambridge City's AQMA. The project also seeks to raise awareness of air quality issues, enhance understanding of how to avoid air pollution, and promote active travel. This comprehensive approach involves the launch of the HomeRun App in 18 schools, providing options to reduce single occupancy journeys (including parents and their children), distributing refurbished bikes to residents in deprived areas (Owl Bikes), and working with health practitioners to disseminate information about the risks of air pollution and ways to avoid it.

The grant will support an officer overseeing Owl Bikes and HomeRun to implement the app in schools, while the remaining aspects of the project will be managed by internal staff. A three-year funding request has been made to ensure the full effectiveness of behaviour change activities.

The primary goal is to decrease single occupancy car journeys for school runs within Cambridge City by 10% over three years, thereby reducing NO₂ emissions. Additional benefits include the Owl Bikes project providing individuals from low-income backgrounds access to free bike repairs or a free bike, facilitating sustainable travel for employment, education, or community activities. The project also employs people with disabilities to refurbish bikes, offering an additional social benefit.

Health practitioners will be trained to comprehend the impact of poor air quality, with the information then disseminated to their patients. This knowledge empowers residents to take steps to protect themselves from pollution.

Participants in the HomeRun app and Owl Bike project will receive information on improving air quality, anti-idling practices, and the promotion of active travel, thereby raising awareness of air quality issues.

Table 1: Grant Funding Request and Match Funding for Three Years

	Yearly	Three Year Total
Grant Funding Request	£117,041	£351,122
Match Funding	£54,827	£164,482

In the event of a successful bid, the project is scheduled to commence from 1 March 2024 to 1 March 2027.

ATAP 11: Adopt a CCC Active Travel Design Guide to address the overlap and balance required between the potential pressures and conflict of usage when providing for Active Travel whilst maintaining existing networks of public rights of way for ‘non-motorised users’ (NMUs).

The team is presently exploring possibilities to test various surface materials in upcoming projects, such as the Soham to Wicken initiative that incorporates rubber crumb surfacing materials, scheduled for completion in Spring 2024. Additionally, there is ongoing work on another section focusing on lighting.

ATAP 12: Develop robust internal processes that ensure active travel and all NMUs are considered at all key stages of the planning and design process of new development, schemes and projects, through early and ongoing consultation with active travel officers, relevant teams and stakeholders, as appropriate.

The AT team is examining procedures for monitoring and auditing new development schemes. Collaboration is underway with the safety audit team to enhance the skills of staff through safety audit training, aiming to facilitate the integration of active travel audits and road safety audits.

ATAP 13: Review internal processes that improve the outcomes of schemes derived from developer negotiations, ensuring schemes are the optimum solution in terms of active travel, consider all NMUs and are deliverable, e.g. through early assessment of the risks associated with schemes. Detailed scheme designs should be consulted on internally, and with stakeholders if appropriate.

Similarly mentioned earlier, an active travel audit will collaborate with the road safety audit to guarantee suitable Non-Motorised User (NMU) provisions for developer-led or funded projects.

ATAP 14: Work with the CPCA to update the Code of Conduct for Dockless Bike Sharing Operators for Cambridgeshire to cover all of Cambridgeshire.

A preliminary discussion has taken place with CPCA, but no further progress has been made. The AT team will persist in providing assistance to CPCA regarding this document.

2. Strategic Studies: Update and Progress to Date

- 1. Individual NMU studies of towns and surrounding areas to identify missing links, additional opportunities and barriers to the active travel network in line with the Active Travel Strategy. A focus on journeys to schools, town centre facilities, transport hubs and places of healthcare and employment, ensuring cross-boundary journeys, safety, accessibility and inclusivity are also considered.***

Consultants have conducted a study on Non-Motorised User (NMU) provision and prioritisation of potential schemes for St Ives. The Active Travel team is presently collaborating with the Transport and Strategy team to advance some of these schemes.

The introduction of the new ABM modelling software and strategic model allows for the exploration of preferred options for active travel routes and the potential impacts of proposed changes to traffic management. This analysis will assist in evaluating the feasibility of future improvements to the active travel network for market towns and Ely.

- 2. Identify opportunities for new cycle parking or improvements to existing cycle parking in line with the Active Travel Strategy.***

The AT team is in close collaboration with external partners, including Cambridge City Council, Greater Anglia, Huntingdonshire District Council, and Greater Cambridge Partnership (GCP), for several ongoing projects. These include the enhancement of Cambridge Cycle Point at Cambridge main station, improvements to cycle security at Cambridge North, and enhancements to cycle parking at Queen Anne Terrace (QAT) spanning across Cambridge.

A public consultation, scheduled from 15 January to 1 March 2024, will focus on proposed security, safety, and access improvements to the existing cycle parking facilities at QAT. The initiative is led by Cambridge City Council and partially funded by the GCP. Anticipated improvement works are set to be implemented in the summer of 2024.

- 3. Study to identify wayfinding improvements needed to support take-up of active travel journeys and improve user experience. Studies to be considered by location or by scheme priority basis, e.g. LCWIP routes.***

The Greater Cambridge Partnership (GCP) is collaborating with the Atkins Wayfinding Team to explore a high-level concept design and strategy for the Greater Cambridge Greenways. This research aims to contribute to a high-quality, visually appealing, and user-friendly wayfinding system, promoting the Greenways and enhancing the network's usability. The goal is to instil confidence in users during their journeys and encourage a shift towards sustainable modes of transportation.

While this wayfinding scheme primarily focuses on the 12 Greenway routes, it has been crafted with flexibility, allowing for the same design and strategy to be applied to other walking and cycling routes across the region, including the Chisholm Trail.

Simultaneously, the AT team will assess the optimal wayfinding options countywide. Through active travel audits, they will ensure that Non-Motorised User (NMU) direction signage is incorporated into all new schemes and developments as deemed appropriate.

4. Study to consider creation of low traffic neighbourhoods, bus/cycle/pedestrian-only through routes and/or traffic calming infrastructure. In conjunction with the district council.

Consultants have conducted initial assessments on potential low-traffic neighbourhood areas in St. Ives as part of the Non-Motorised User (NMU) study.

5. Extend the approach taken by the GCP Road Classification Review of the City of Cambridge to urban areas across the county.

The GCP intends to present this document to the committee in the spring of 2024.

6. Study of old railway networks across Cambridgeshire to consider their use for possible active travel routes – noting suitability and possible safeguarding as longer distance, strategic active travel routes.

The AT Team has yet to delve deeper into this matter. With the introduction of new officers in January 2024, we anticipate having the resources and capacity to further investigate the potential use of old railway networks and determine how to maximise the valuable land for active travel routes.

7. Study of water networks across Cambridgeshire to consider their use for possible active travel routes – noting suitability and possible improvements creating longer distance, strategic active travel routes.

The AT Team has not had the chance to delve deeper into this matter. With the arrival of new officers in January 2024, we expect to have the resources and capacity to further investigate the potential use of water networks across Cambridgeshire and determine how to maximise the valuable land for active travel routes.

8. Study to consider if there is a case for development of a longer-term, strategic, county-wide active travel network linking to neighbouring authorities.

The AT Team has been collaborating extensively with England's Economic Heartland (EEH) and various local authorities within the Active Travel Forum. The focus has been on examining cross-boundary links, such as Peterborough - Whittlesey, Royston - Bassingbourn, Royston - Melbourn, Gamlingay - Potton, and assessing the potential for mode shift.

- 9. Audit of core walking zones as identified in the LCWIP to assess them against the Healthy Streets audit checklist and further develop measures for the LCWIP walking routes as well as other high footfall routes which may be identified.**

Sustrans conducted an audit of the walking routes, but the AT team has not yet had the chance to further investigate the core zones.

- 10. Study of areas across the county looking at cases of pavement parking and identify measures to combat this behaviour where it is a barrier for people walking. Starting with Cambridge City, extending to other areas of the county in line with emerging new enforcement powers.**

Trials are presently underway in certain areas of the county.

- 11. Audit of existing routes and identified transport schemes to assess against LTN 1/20 compliance, identifying where non-compliance is a significant hinderance to active travel and where a compliant solution is possible.**

The AT Team will collaborate with new officers to establish effective processes for conducting audits on existing routes and assessing their compliance with LTN 1/20.

- 12. Work with partners who have identified active travel schemes and/or initiatives to put forward for funding and delivery. For example, schemes identified through the Fenland Cycling, Walking and Mobility Aids Improvement Strategy and ECDC Cycling and Walking Routes Strategy.**

We are in close collaboration with Fenland District Council and East Cambridgeshire District Council, both of whom have identified priority active travel schemes in their respective districts. An instance includes advancing the Soham to Wicken route, a project we are delivering with funding from the CPCA.

- 13. Explore new ways to promote existing and new active travel routes and encourage more people to use them, working with neighbouring authorities on cross-boundary journeys. Expanding on ATAP 07, ensuring people are aware of mapping tools that are available.**

Similar to ATP07, the County cycle maps underwent updates in May 2023. We actively promoted the local areas during the Love to Ride campaigns in December 2022, March, September, and December 2023. Moving forward, we will persist in seeking funding opportunities for additional promotional initiatives.

- 14. Explore new initiatives to encourage people to make changes to the way they travel, focusing on more active and sustainable options, e.g. bike/cargo bike loan scheme, bike maintenance classes. Working in partnership with key teams across the County Council and partners to identify opportunities working towards joint aims.**

From 15 January 2024, the AT team has established an Active Travel Working Group that includes essential teams like Road Safety, Smart Journeys, Public

Health, Climate and Energy, and CPCA. The primary objective of forming this group is to collaboratively engage with internal teams, fostering increased adoption of active and sustainable travel options, promoting campaigns, and contributing to the realisation of the County Council's vision of achieving net zero by 2045.

15. Work with district planning partners to identify, protect and fund future active travel routes.

The AT Team will explore opportunities to collaborate closely with district planning partners in order to identify, safeguard, and secure funding for future active travel routes.

Transport Assessment Requirements



January 2024

**Transport Assessment Requirements
January 2024
Cambridgeshire County Council**

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[Cover Photo: Eddington Avenue, University of Cambridge Eddington Development, Cambridge.](#)

1. The Planning Application Process

- To secure consent for a development, the developer must gain planning approval from the Local Planning Authority (LPA) - the relevant District/City Council. As set out later within this document, for many planning applications a TA/TS is required.
- The LPA case officer can recommend to refuse planning permission if the development, and indeed its transport impacts are considered to be contrary to the Local Plan, National Planning Policy Framework (NPPF), or otherwise contrary to good strategic planning.
- The County Council is the Local Highway Authority and is a statutory consultee as part of the planning application process. The Local Highway Authority includes the Transport Assessment and Highway Development Management teams, the roles of which are outlined in the table below:

Transport Assessment Team	Highways Development Management
Review TA, TS and Travel Plan documents submitted, assessing the transport impact of the proposed development in terms of its effect on the capacity of the surrounding highway network and providing transport planning advice	As statutory consultee to the planning process, provide comments and recommendations to Local and County Planning Authorities in relation to the highway safety aspects of development proposals.
Review and agree baseline traffic survey data submitted	Negotiate and agree new development road proposals for adoption under Section 37/ 38 of the Highways Act 1980.
Review and agree Trip Generation figures, Trip Distribution and Assignment methodology, and baseline and future Traffic Flow diagrams submitted	Pursuant to the grant of planning permission, agree the technical details of highway improvement proposals as part of Section 278 of the Highways Act 1980.
Review and agree Transport Modelling data and outputs submitted	Oversee the implementation and adoption of new estate roads and associated highway infrastructure.
Negotiate and secure transport mitigation by planning condition i.e. Travel Plan documents	Negotiate Commuted sums in relation to CCC adopted Commuted Sum Policy 2023.
Negotiate and agree highway mitigation proposals as part of Section 278 of the Highways Act 1980	Liaise with internal specialist teams regarding development related TRO's, highway extents, parking enforcement, structures, Road Safety Audit, signals.
Negotiate and secure S106 funding for mitigation measures secured as part of the proposals	Review Construction Management Plan (CMP) documents required as part of any planning submission.

- The County Council TA Team will review the TA/TS within the consultation period, consulting internal departments (highways, public transport, cycling, strategy etc.) and make an initial recommendation to the LPA case officer dealing with the application. CCC's recommendation will consider:
 - Does the TA meet all our requirements, as summarised in this note?
 - Is the methodology sound, and the content comprehensive?
 - Do the transport networks for all modes have capacity, quality, connectivity, and safety to accommodate the development?
 - Is the proposed mitigation comprehensive and effective?
 - Are the transport impacts severe?
- If the TA/TS has deficits, CCC may request additional information and may place a holding objection until sufficient evidence is provided that means we are satisfied with the TA/TS.

Note: The County Council officer comments will be provided on an impartial basis and based on the specific requirements of the NPPF - i.e. to mitigate severe impacts of the development; and to consider interventions that promote sustainable transport modes and the development proposals meet the safety requirements in conjunction with the HDM Team as required in Paragraph 11 of the NPPF which will be determined by the type of development and its location.

In line with the NPPF, the officer comments will seek to mitigate resultant development impacts/trip intensification (not existing issues on the transport network). It should also be noted that the County Council's officer comments and requirements may change within the planning process, and this will be confirmed in response to any planning application or other consultation.

- Once CCC is satisfied with the evidence presented, we will issue a final letter to the case officer setting out our recommendation ('objection'/'no objection) and a summary of any mitigation that should be secured, either by Condition/Section 278 or Section 106.

2. Introduction and Background

- These guidelines have been produced by Cambridgeshire County Council (CCC), in consultation with the City and District Council's in Cambridgeshire, to set out requirements to applicants, developers, their agents and local authority officers on when a Transport Assessment (TA) is required and what it should contain. It also sets out what information may be required for smaller applications through a Transport Statement (TS).
- The National Planning Policy Framework (NPPF, September 2023) states that 'all developments that generate **significant amounts of movement** should be supported by a TS or TA'. For such developments, the NPPF also stipulates the requirement for a Travel Plan (TP).

Overview	
What this document does	What it doesn't do
<ul style="list-style-type: none"> ▪ Indicate when a TA or TS is required. ▪ Summarise what these documents should include, section by section. 	<ul style="list-style-type: none"> ▪ Negate the requirement for pre-app scoping advice. ▪ Document must be read in conjunction with relevant planning/transport policy documents.

3. Formal Assessment Requirements

Thresholds and Triggers

- For the purposes of this document it is considered that any development that produces any of the following will require an assessment although the exact scale of the assessment should be agreed with CCC on a site-specific basis:
 - Any development generating **30 or more two-way vehicle movements in any PEAK HOUR.**
 - Any development generating **approximately 150 live person trips per DAY.**
- It is difficult to quantify in terms of floorspace what size development will generate this number of trips, however, the following table gives an indication of where a formal assessment will generally be required:

Land Use		TS	TA
B2	General Industrial	2,500 - 4,000 sqm	>4,000 sqm
B8	Storage and Distribution	3,000 - 5,000 sqm	>5,000 sqm
C1	Hotels	75 - 100 Bedrooms	>100 Bedrooms
C2	Residential Institution: hospitals, nursing homes	30 - 50 Beds	>50 Beds
C2	Residential Institution: residential education	50 - 150 Students	>150 Students
C2	Residential Institution: institutional hostel	250 - 400 Residents	>400 Residents
C3	Dwelling houses	50 - 80 Dwellings	>80 Dwellings
E(a)	Food retail	250 - 800 sqm	> 800 sqm
E(a)	Non-food retail	800 - 1,500 sqm	>1,500 sqm
E(b)	Restaurants and cafes	300 - 2,500 sqm	>2,500 sqm
E(c)	Financial and professional services	1,000 - 2,500 sqm	>2,500 sqm
E(d)	Indoor sport, recreation, or fitness	500 - 1,500 sqm	>1,500 sqm
E(e)	Medical or health services	500 - 1,000 sqm	>1,000 sqm
E(f)	Creche, nursery, day centre (non-residential)	50 - 100 Students	>100 Students
E(g)	Business: office, R&D, light industrial process	1,500 - 2,500 sqm	>2,500 sqm
F1(a)	Provision of education (non-residential)	50- 100 Students	> 100 Students
F1(b-g)	Non-residential institutions	500 - 1,000 sqm	>1,000 sqm
F2	Local community uses	500 - 1,500 sqm	>1,500 sqm
Others/Sui Generis		To be discussed	

- These thresholds **should not be read as absolutes**. There will also be site-specific issues that assessments will need to cover. Also, in some districts, policies may also specify alternative thresholds so applicants should also consider these.

In some circumstances a TA may be appropriate for a smaller development whilst in others, a TS may be appropriate for a larger development than suggested by the thresholds. Early pre-application discussions with the County Council are therefore strongly recommended to help identify assessment method.

Outline Applications

- Applicants may wish to submit an outline application with all matters reserved for future consideration to get an 'in principle' decision. **A TA will be needed at the outline stage**, although the difficulty of determining the likely impact is acknowledged. In such cases, the TA should be undertaken on the basis of a reasonable assumed amount of development (where there are a range of likely uses for the site, the option that results in the highest number of trips should be used to ensure a robust assessment). The

outcome of the TA will remain valid so long as the proposed amount of development does not subsequently exceed the levels assessed in the TA and on the basis that background assumptions made remain reasonable.

Access Design

- **CCC recommends that access is not a reserved matter but is determined as part of the outline planning application, where it is necessary to ensure that any access can be achieved to appropriate standards and is deliverable, safe and suitable to cater for the scale and nature of the development proposed.**
- For CCC highways design requirements please refer to Highways Development specifications which can be found in the following link:

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development/>

4. Pre-Application Advice / Scoping

- Prospective applicants should obtain pre-application transport advice from the County Council Transport Assessment and Highway Development Management teams. Pre-application advice is considered essential by the County Council to agree the scope and methodology in advance. If CCC comments can be taken into account before the application is submitted, this can speed up the process later on.
- It is heavily advised that prospective applicants undergo the pre-application process to agree the study area, modelling, and scope of the assessment to ensure that all necessary criteria is met and any key issues identified early and dealt with prior to application submission. Agreement of the study area, survey timings, and modelling scope at the pre-application stage is essential to avoid the possibility of re-surveying and thus potential delays at a later date.
- The County Council operates a system of pre-application charging for such advice. Details can be found at the link below:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/developing-new-communities/>

- The County Council offer a range of Highways and Transport pre-application advice inclusive of 'pre-application written advice', 'pre-application meeting and written advice', and 'pre-application Transport Assessment/Transport Statement review'.
- The County Council consider that the full TA review is the most beneficial and thus recommended option as it can be used to understand and address the key issues early on prior to application submission, ensuring a quicker and cost-effective application process.
- In all cases, the first stage of the production of a TA should be the scoping of what should be included. This will be guided by the pre-app discussions and should be set out in a **Scoping Note**.

Note: All pre-application advice is provided on a without prejudice basis, based on current information. If new information is released, the County Council's officer comments and requirements may change and this will be confirmed in response to any subsequent planning application, or other, consultation.

5. Transport Assessment Contents

The rest of this document sets out what Cambridgeshire County Council consider should be included within any Transport Assessment submitted.

An example trip generation template can be found at the end of this document called Appendix A.

■ BACKGROUND, DESCRIPTION AND POLICY CONTEXT

A.	Background
This section provides high level background to the proposals	
(i)	Basic background to the project
(ii)	The names of all the concerned parties and their consultants ,
(iii)	Any history relating to pre-application advice or the scoping study as well as any relevant planning history (appeals or legal issues)
(iv)	A specific reference to the Planning Application number being considered should be provided where possible, as well as details of all documents submitted as part of the TA including appendices, figures and tables.

B.	Description of Development
This section provides a clear and comprehensive account of what the applicant is proposing for the site and how this differs from previous uses. The section also describes the proposed access arrangements.	
(i)	Detailed site location plan .
(ii)	Details of existing or extant land use(s) and schedule of floor area(s) listed in sqm.
(iii)	Proposed land use(s) and schedule of proposed floor areas(s) listed in sqm.
(iv)	Description of the proposed use and operation of the development including phasing and timing of key phases, and estimated commencement and completion dates. Proposed staff, visitor, and guest numbers in addition to a description of the hours of operation and shift/occupation/visiting times (where relevant),
(v)	Description of the proposed access arrangements for all modes of transport including emergency access (with plans) together with on-site transport measures , including levels, location, and designation of cycle and car parking , and compliance with local standards . Description of delivery and servicing requirements.

C.	Planning and Transport Policy Context
This section sets out how the proposals relate to national, sub-regional and local transport and planning policy, to identify whether there is a policy/strategic-fit.	
(i)	National planning and transport policy context including reference to the NPPF (2023) and Planning Practice Guidance [PPG] (2021).
(ii)	Sub-regional planning and transport policy context.
(iii)	Local planning and transport policy context including, but not limited to: <ul style="list-style-type: none"> ■ Local Plans ■ Greater Cambridge Partnership (GCP) Transport Vision ■ Cambridgeshire & Peterborough Combined Authority Local Transport Plan <ul style="list-style-type: none"> ○ Associated plans (where relevant) <ul style="list-style-type: none"> ■ Cambridgeshire Long Term Transport Strategy ■ Transport Strategy for Cambridge and South Cambridgeshire ■ Market Town Transport Strategies

■ EXISTING NETWORKS AND BASELINE CONDITIONS

D.	Description of Existing Networks
This section should provide detail of the existing transport networks around the site including road, bus, rail, pedestrian and cycling links	
(i)	Site location plan should show the relationship between the site and road, public transport, pedestrian and cycle networks as appropriate including on key desire lines to/from key destinations/origins with which the development will interact. Any issues related to local cycle and car parking should also be noted and described.
Walking and Cycling	
(ii)	Identification of walk and cycle catchments (based on real available routes and not crow-fly distances) and key origins/destinations (e.g. doctors, schools, shops, public transport nodes) within these catchments. Note: Walk and cycle catchments should be measured through distance not time.
(iii)	An assessment of the existing quality, widths and safety of the local pedestrian and cycle network on key desire lines to/from the development to the above origins and destinations inclusive of the condition and location of street lighting, tactile paving, and crossing facilities etc. An assessment of surrounding Public Rights Of Way (PROW) within the vicinity of the development site.
(iv)	Indicate how the areas within the walk and cycle catchment areas compare to the work origins and destinations of the population of the local census ward.
(v)	Location and capacity of existing on-site cycle parking (where relevant).
(vi)	Pedestrian and cycle surveys and flows (where relevant).
Public Transport	
(vii)	Description of existing local public transport services (bus, coach, rail), destinations served and their frequency . The TA should include a weblink in the document to the latest passenger travel timetables to support the description of existing services.
(viii)	Analysis of bus/coach stop locations (and where relevant, rail stations) accessible to the site including facilities at those locations such as shelters, timetable information and cycle parking and any existing constraints in terms of walking to these stops.
Road and Study Area	
(ix)	<p>Identification of the proposed traffic-related study area including any key junctions on the existing road network that may be affected by traffic generated by the development. This should also include a description of the operation of the local network noting any junctions and links that experience congestion.</p> <p>Consideration should be given to any deficiencies in the local highway network, existing access arrangements, existing road layout, existing carriageway widths, and existing speed limits.</p> <p>Note: The assessment study area should be informed by the development trip distribution. Final agreement of the study area will be determined on a site-by-site basis, however, in the first instance, the assessment study area should include all junctions that will experience 30+ development trips in the peak periods. In certain instances, however, the threshold for assessment at known problem junctions may be less than this and this will be determined on a site-by-site basis.</p>
(x)	<p>Existing traffic flows into, out of, and around the site, and for the agreed junctions within the study area should be shown in traffic flow diagrams produced using traffic count survey data. All traffic surveys should be:</p> <ul style="list-style-type: none"> ■ Undertaken in neutral months during normal traffic flow and usage conditions ■ In non-school holiday periods ■ In typical weather conditions ■ Avoid roadworks and diversions (see one.network) ■ Based on data that is no more than three years old.

	<p>CCC require queue length surveys for model calibration. Queue lengths must be surveyed on the same days as the traffic flow counts and cameras must be positioned to show the entire extent of the queueing.</p> <p>ATC survey within the vicinity of the proposed site access to provide speed data and justification for the peak periods used within the assessment.</p> <p>Note: The County Council have some traffic survey datasets available to purchase for use within the TA/Ts. Contact can be made with the County Council to enquire about the use of such data. Survey outputs should be appended to the TA. CCC reserve the right to request further traffic surveys and analysis if it is shown to be needed.</p>
(xi)	<p>The previous 60 months' accident records for the study area together with an analysis of any trends or clusters. This should be obtained from CCC's 'Cambridgeshire Insight' website via: Cambridgeshire Insight – Roads, Transport and Active Travel – Road Traffic Collision Data. Such data is available free of charge.</p> <p>Note: In instances where applications are undecided for some time and new accident data is available, CCC will request that this data is provided. We do not accept CrashMap data.</p>
E.	Baseline Conditions
	<p>This section should indicate the likely future traffic flows and junction operation without the development for future assessment years. Committed developments / background growth and committed transport schemes should be considered.</p>
(i)	<p>Identify any committed transport improvements likely to come forward during the analysis period. Noting whether these address any of the constraints identified in 'existing networks' above. This should include any planned public transport service alterations/improvements.</p>
(ii)	<p>Identify any committed developments that will impact on the study area, assumed to be:</p> <ul style="list-style-type: none"> ▪ Sites that have a planning permission ▪ Any unimplemented Local Plan allocations ▪ Sites that are 'live' in planning <p>Consider how to deal with general background traffic growth if appropriate beyond these. CCC require background growth to be added to committed developments, unless it can be demonstrated that specific committed developments are included in TEMPRO.</p> <p>Note: This will help to understand cumulative development impacts, which is a key planning consideration. CCC can provide an indication of committed developments, but the Local Planning Authority should also be contacted to confirm.</p>
(iii)	<p>Traffic flow diagrams and where appropriate junction modelling for site access and junctions within the study area for future baseline test years to establish the baseline 'without development' conditions - See (H.).</p>

▪ **TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT**

F. Trip and Traffic Generation	
This section should set out the number of trips that the proposed development will result in, broken down by time, type, and purpose. The trip generation methodology should be clearly set out within this section.	
(i)	<p>Number of person trips generated (inbound and outbound) by all modes including daily and peak period totals for a 24-hour period (broken down by hour), along with their trip purpose throughout the day where appropriate.</p> <p>Note: The peak periods for analysis should be agreed with CCC officers and may include both network peaks and development peaks where these do not coincide.</p>
(ii)	<p>Number of vehicular trips generated (inbound and outbound) for the agreed peak periods and all-day. Where appropriate these vehicular trips could be sub-divided by type of vehicle.</p> <p>Note: The number of vehicle trips generated by the development proposals should either be calculated using TRICS 'Total Person' trip rates in conjunction with 2011 Census mode share data for the appropriate ward or using primary local survey data to provide a robust vehicle trip generation. 2021 Census data is not suitable as it was undertaken in the midst of the Covid pandemic so is not representative of typical travel patterns due to a number of influencing factors. TRICS outputs should be appended to the TA/TS. Sites selected within TRICS must be comparable to the site in question. CCC do not accept Ireland and Greater London sites in TRICS as they are not comparable to Cambridgeshire.</p> <p>Mode share data should be obtained from Census, or local surveys.</p> <p>Any future prediction of home working percentages must be based on robust evidence which takes into account regional factors.</p>
(iii)	<p>An explanation of the methodologies used to calculate trip generation should be provided with all underpinning evidence provided. Wherever possible first-hand survey work should be carried out with all surveys to be undertaken in neutral months.</p> <p>Note: The TRICS database may be acceptable with appropriate site selection for trip rates, although other sources or methods can be used if explained and justified using robust evidence. If evidence can be provided from multiple sources to validate the estimates of trip generation this can provide further reassurance on the robustness of the assessment.</p>
(iv)	<p>Within urban areas where there is limited highway capacity on a congested road network, the principal of a modal shift from car to other modes to enable growth will be applied. Vehicle trip generation will need to be limited where highway capacity is fixed and limited.</p> <p>Where applicable, trip caps may need to be applied to inform the timing of infrastructure delivery or to manage development impacts. These will need to be monitored to demonstrate the development is progressing in line with the forecast trip generation. Should the monitoring demonstrate that the forecast trips have exceeded the trip cap, then a financial penalty, hold on future development or a revised schedule of further transport or travel planning interventions will be included within the S106 to ensure that the trip cap is not exceeded.</p>

G. Distribution and Assignment of Trips	
This section should set out where trips will travel from and to and via what routes. This should be clearly evidenced and supported by a clear justification for the methodology used.	
(i)	Set out the distribution and assignment of trips to the network for: <ul style="list-style-type: none"> ▪ Walking and cycling trips (bearing in mind key destinations like schools) ▪ Public transport trips to the bus and rail networks ▪ Vehicular trips to the road network
(ii)	For all modes a detailed methodology and justification for the distribution / assignment should be provided. In some instances, Census data or junction turning count data may provide a good indication of existing movements in the area. In most instances the most effective resource for distribution is Census and Travel To Work data. <i>Note: In some circumstances, distribution and assignment may require the use of modelling tools - See (H.).</i>

▪ **FUTURE YEAR ASSESSMENTS**

H. Future Year Assessment	
This section should include flow diagrams and junction assessments for relevant parts of the network for the below assessment year scenarios.	
(i)	<p>Transport Impacts - Assessment Years:</p> <ul style="list-style-type: none"> ▪ A TA/TS should indicate the impact of the proposed development. This requires setting out the existing transport situation, how this situation may change in future years, and the future year with the proposed development in place. ▪ For future years, assessments should consider committed development, committed transport schemes and background growth. The latest TEMPRO software should be used to calculate future growth. ▪ CCC requires the following assessments: <p>Base Year</p> <ul style="list-style-type: none"> ▪ Base Year: The 'base year' is the year of the application. CCC requires observed evidence showing the existing conditions for the AM/PM peaks. <p>Future Year Scenarios</p> <ul style="list-style-type: none"> ▪ Development Year: The 'development year' is the year that the proposed development will be fully occupied. This includes committed development. CCC requires evidence showing the development year without development and with the development for the AM/PM peaks to understand its proportional impact i.e. Development Year Base + Committed Development with/without Development. ▪ Design Year: When considering the local network, the design year is 5 years post full occupation, when considering the strategic network, the design year is 10 years post full occupation. This includes committed development. CCC requires evidence showing the design year without development and with the development for the AM/PM peaks to understand its proportional impact i.e. Design Year Base + Committed Development with/without Development.
(ii)	<p>Flow Diagrams: Traffic flow diagrams are required for junctions within the study area and should be produced for each of the above assessment scenarios.</p> <p>Traffic flow diagrams are also required showing the development trips only and both individual and cumulative committed development traffic flows.</p>
(iii)	Junction Modelling: Requested for all junctions within the study area unless it is demonstrated to not be required.

Junction modelling should be undertaken using Junctions 10 **ARCADY** and **PICADY** software for roundabouts and priority junctions, **LinSig** software for signalled junctions. In some instances microsimulation models may be appropriate and requested.

For larger proposals, it may be necessary to model the development proposals using a SATURN based land-use/transport modelling package such as the Cambridge Sub-Regional Model (CSRМ).

CCC expects all junctions modelled with committed development and development flows to operate within theoretical capacity. This is assumed to occur when the ratio of flow to capacity (RFC) is less than or equal to 0.85 for uncontrolled junctions and 0.90 for signal controlled junctions. This includes site access junctions, as well as any junctions modelled within the study area.

Note: When entering the existing flows into Junctions 10 modelling tools, the '**DIRECT**' profile in the form of 4 x 15 minute periods should be used in order to provide the most accurate modelling results.

Note: Any modelling work submitted as part of the planning application must include **full junction modelling outputs** appended to the TA. Furthermore, CCC require a scale **topographical drawing** to be provided showing the **geometric measurements** for each of the junctions assessed in order for the models to be checked. The base models should be **calibrated using the queue length surveys**. These surveys should also be appended to the TA.

■ **ALL-MODE GAP ANALYSIS / MITIGATION**

I. Access for Pedestrians and Cyclists	
This section should set out how the proposals will overcome identified gaps in the pedestrian and cycle provision to improve the site's connectivity.	
(i)	<p>Set out the proposed on-site provision for pedestrians and cyclists and how these will link into the existing network on the surrounding road network.</p> <p>Development site layouts or future reserved matters layouts must be designed in accordance with the DfT LTN 1/20 and the Cambridgeshire Active Travel Design Guide (2023).</p> <p>https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120</p> <p>https://www.cambridgeshire.gov.uk/asset-library/Cambridgeshire-Active-Travel-Design-Guide-March-2023.pdf</p>
(ii)	Set out the distribution and assignment of walking and cycling trips to the offsite networks (bearing in mind the key origins and destinations set out in 'existing conditions' above).
(iii)	Identify those areas / locations on the pedestrian and cycle networks where there are barriers or inadequate provision (this could be based on safety, capacity, and standards) which will be impacted by trips to and from the proposed development.
(iv)	<p>Public Rights of Way (PROW) within the site vicinity should be identified and any enhancements to the PROW network set out within the TA. Any alterations or upgrades to the PROW network will need to adhere to CCC's guidelines for authorising changes to the surface of public rights of way. Rights of way - Cambridgeshire County Council. Further information can be found in the County Council's Public Rights of Way Guidance for Planners and Developers (cambridgeshire.gov.uk). To view the new process please see Appendix T of the County Council's Highway Operational Standards April 2023 (cambridgeshire.gov.uk).</p> <p>For queries and advice on PROWs please contact: HighwaysAssetManagement@cambridgeshire.gov.uk</p>
(v)	Applicants are required to fill in the checklist located within Appendix 1 of the Active Travel Toolkit (Include weblink to toolkit when it comes out). The completed checklist should be appended to the TA or TS. The Active Travel Toolkit is designed to ensure active travel is being considered for all new developments.
(vi)	<p>Identify mitigation required to provide a satisfactory level of pedestrian and cyclist provision including:</p> <p>Physical infrastructure proposals:</p> <ul style="list-style-type: none"> ■ New and extended walkways and cycleways ■ Enhanced crossing facilities ■ Widened walkways/cycleways <p>Note: As a rule, pedestrian and cycling improvements should be delivered directly by the developer through a S278 agreement, and conditioned as such, in accordance with a specification to be approved by CCC. Mitigation proposals will require a safety audit where relevant i.e. for a pedestrian island crossing.</p>

J.	Public Transport Accessibility
This section should set out how the proposals will facilitate public transport use and how any existing gaps and barriers will be overcome.	
(i)	Provide information on how the development is or can be served by public transport (bus, coach, rail, and community transport) based on the likely origins and destinations of trips.
(ii)	Set out any proposed on-site public transport provision including physical facilities such as bus stops together with the proposed routing of any buses proposed to enter the site.
(iii)	<p>Identify mitigation required to provide a satisfactory level of public transport provision including:</p> <p>Physical infrastructure proposals:</p> <ul style="list-style-type: none"> ▪ Bus stop location and shelter enhancements. The preferred shelters are Trueform, Metro, Neo or Flight and GW Shelter Solutions Arun shelters. ▪ Real time passenger information <p>Please see the Highways Development Management General Principles for Development (2023) document for requirements on bus stop layouts: https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development/</p> <p>Proposed service enhancements:</p> <ul style="list-style-type: none"> ▪ New bus service ▪ Extension of existing service route ▪ Extension of existing service frequency ▪ Extension of existing service hours of operation <p>Note: Any proposals for bus ‘pump priming’ should be supported by evidence including a service viability assessment, and an indication of the operators’ commitment/agreement to delivering the necessary improvements. CCC require a £10,000 contribution per shelter for bus shelter maintenance. Approval from the local Parish or Town Council is needed to take on shelter maintenance with the funding. The installation and maintenance of Bus Shelters and Real Time Passenger Information (RTPI) is typically secured as a S106 obligation with an installation and maintenance cost of £17,000 per RTPI unit.</p>
K.	Site Access and the Study Area Road Network
This section should assess the ability of the highway network to accommodate the proposed development and set out the mitigation that is proposed to overcome identified barriers.	
(i)	<p>A comparison should be undertaken between the junction capacity outputs to detail how the junctions/links operate currently, how they operate under baseline conditions with committed developments (see E.), and with development (see H.), in order to understand the cumulative impact of growth and development on the operation of the highway network.</p> <p>Geometry assumptions, measurement points and all model runs must be provided with the application. Models should include queue length surveys. If modelling is not undertaken, a justification will be required based on the development impacts.</p>
(ii)	<p>Where a development-related impact is identified, mitigation measures should be proposed that seek to ensure that the impact of development is not severe.</p> <p>Physical infrastructure proposals:</p> <ul style="list-style-type: none"> ▪ Measures to improve conditions for non-car modes to encourage the transfer of car trips onto active travel and public transport options. ▪ Contributions to known schemes that will improve conditions for non car modes to encourage the transfer of car trips onto active travel and public transport. ▪ Highway / junction improvements ▪ Traffic calming measures <p>Note: Mitigation proposals will require CCC approval and may require a safety audit to be undertaken by CCC. Where Stage 1 safety audits are required, these will need</p>

	to be concluded prior to determination of the application and will not be accepted as a planning condition.
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L.	Access for All
This section should set out how the proposals will facilitate movement for all, overcoming any barriers for the mobility impaired.	
(i)	Where appropriate, if there are any particular issues related to the mobility impaired or equestrians, these should be identified.
(ii)	The applicant should propose appropriate measures to address any barriers and constraints together with proposed trigger points for implementation.

■ **MITIGATION SUMMARY**

M.	Proposed Mitigation
This section should clearly set out the mitigation package proposed, to subsequently be secured through planning conditions and Section 106.	
(i)	<p>The TA should clearly summarise the proposed package of mitigation measures. This section should include:</p> <ul style="list-style-type: none"> ▪ Detail of the proposed mitigation including detail of the design, safety audit and cost. ▪ Benefits of the mitigation. ▪ Confirmation that the mitigation is deliverable and CIL compliant. ▪ Trigger point at which the mitigation will be provided. <p>Measures will normally be secured through a Planning Condition and/or Planning Obligation. Applicants should note that, under most circumstances, CCC require works in the public highway to be undertaken by the applicant through the S278 agreements for the site, however, if there is a scheme which has a reasonable chance of progression, we would seek contributions towards strategic transport infrastructure that trips from the development would use.</p> <p><i>The Highways Development Management document 'General Principles for Development' (2023) for requirements and associated development related transport interventions should be noted by the applicant to see what mitigation may need to be required.</i></p> <p><i>Note: Where Stage 1 safety audits are required, these will need to be concluded prior to determination of the application and will not be accepted as a planning condition.</i></p>

6. Travel Plans / Travel Welcome Packs

- In Cambridgeshire, a Travel Plan (TP) is expected for planning application sites over 200 dwellings or equivalent to over 2,000sqm of E(g) employment space. Travel Plans should be submitted to include Travel Welcome Packs and three times flexi 10 bus travel tickets or active travel vouchers. For smaller developments of under 200 dwellings or equivalent to under 2,000sqm of E(g) employment space, Travel Welcome Packs with flexi 10 bus travel tickets or active travel vouchers are required.
- Any Travel Plan should include details of the following:
 - Proposed Development
 - Policy
 - Site Assessment
 - Baseline Modal Split (indicative baseline mode split until first baseline survey is completed)
 - Objectives
 - Targets
 - TP Coordinator
 - Measures
 - Travel Welcome Pack - inclusive of bus or active travel voucher.
 - Monitoring
 - Funding
- Travel Welcome Packs should contain the following:
 - Map of the local area and facilities like shops, doctors, schools, library
 - Details of walking routes and related websites
 - Details of cycle routes, cycle training, and related websites
 - Details of nearest bus stops, routes, timetables, and related websites
 - Details of how to get to the nearest train station, timetables and related websites
 - Details of journey times to key destinations for each mode of travel
 - Details of car sharing, car clubs, car hire, local taxi companies, local community transport, and related websites
 - Incentives inclusive of bus or active travel vouchers
 - Key contact numbers and websites for reference
- Travel Plan monitoring is to be undertaken by the Travel Plan coordinator.
- If desired, Smart Journeys offer a Travel Plan coordinator service to assist developers in implementing and promoting sustainable travel. Smart Journeys are a not-for-profit commercial enterprise and are part of the County Council. CCC advise the applicant contact Smart Journeys through info@smartjourneys.co.uk to obtain further advice and guidelines on what to include within a Travel Plan and to assist with developing a suitable measure package. Smart Journeys webpage can be accessed via: <https://smartjourneys.co.uk/>.
- For school applications, it is recommended the applicant contact our Road Safety Education Team through road.safety@cambridgeshire.gov.uk to obtain further advice and guidelines on what to include within a School Travel Plan, and to discuss signing up to the Modeshift STARS programme for School Travel Plans.
- The NPPF defines a Travel Plan as 'a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is regularly reviewed'.

Note: Some of the District Councils in Cambridgeshire may have lower thresholds for when a Travel Plan is required and therefore applicants should consult the relevant planning documents to ensure compliance.

- The exact level of Travel Plan required should be agreed with CCC on a site-by-site basis. **A draft Travel Plan should be submitted alongside the TA, in order that it can be taken into account when assessing the transport impact.**
- The final agreement to, the final detail of, and the implementation of the Travel Plan or Travel Welcome Packs would normally be **secured through either a S106 agreement or via Condition.**

7. Contacts

<p>Transport Assessment Team - To discuss the requirements of a TA in more detail, please contact the following in the first instance:</p>	<p>Highway Development Management - To discuss the proposed highway detailed design and CMP in more detail, please contact the following in the first instance:</p>
<ul style="list-style-type: none"> ○ General queries and initial advice: <ul style="list-style-type: none"> • Transport Assessment Team TA.Officers@cambridgeshire.gov.uk 	<ul style="list-style-type: none"> ○ General queries and initial advice: <ul style="list-style-type: none"> • Highway Development Team HighwaysDevelopment.Management@cambridgeshire.gov.uk

8. Appendix A

Trip Generation Tables Templates Planning

The Following Section includes a TRIP Generation Template that the applicant may use in their Transport Assessment.

DEVELOPMENT TRIPS

TRIP Rate Methodology: Provide a short description of the methodology to calculate trip rates.

TRIP RATES

Land Use (include measurement)	Mode	AM PEAK HOUR			PM PEAK HOUR			DAILY		
		Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
<i>e.g. C1 Dwellings (Per Dwelling)</i>	All									
	Car									
	Bus									
	Rail									
	Walk									
	Cycle									
<i>e.g. B1 Office (Per 100m²)</i>	All									
	Car									
	Bus									
	Rail									
	Walk									
	Cycle									
	All									
	Car									
	Bus									
	Rail									
	Walk									
	Cycle									

TRIP NUMBERS

Land Use (include measurement)	Mode	AM PEAK HOUR			PM PEAK HOUR			DAILY		
		Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
<i>e.g. C1 Dwellings (Per Dwelling)</i>	All									
	Car									
	Bus									
	Rail									
	Walk									
	Cycle									
<i>e.g. B1 Office (Per 100m²)</i>	All									
	Car									
	Bus									
	Rail									
	Walk									
	Cycle									
	All									
	Car									
	Bus									
	Rail									
	Walk									
	Cycle									

CCC569349804

Directorate: Place and Sustainability

Service: Transport & Infrastructure Policy & Funding

Team: Transport and Infrastructure Policy

Your name: Prajina Baisyet

Your job title: Active Travel Strategy Lead Officer

Directorate: Place and Sustainability

Service: Transport & Infrastructure Policy & Funding

Team: Transport and Infrastructure Policy

Your phone: 07776262728

Your email: Prajina.Baisyet@cambridgeshire.gov.uk

Proposal being assessed: Cambridgeshire's Active Travel Toolkit for New Developments

Business plan proposal number: CCC569349804

Key service delivery objectives and outcomes : Objectives: The goal is to ensure the prompt implementation of top-notch and inclusive infrastructure for active travel, aiming to boost the preference for more active transportation options among new residents upon relocating to their new homes. Studies indicate that individuals tend to re-evaluate their transportation choices when moving to new places. It is crucial at this point to have well-prepared, high-quality infrastructure in place to facilitate the embrace of active and sustainable travel methods post-relocation. Consequently, this can result in positive behavioural changes and the adoption of healthier travel alternatives, promoting individuals to lead healthier lifestyles. The Cambridgeshire Active Travel Toolkit for New Developments is a thorough guide crafted to evaluate and enhance walking and cycling amenities for emerging developments in Cambridgeshire. Aligned with England's overarching goal of becoming a leading nation in walking and cycling, this toolkit adheres to Cambridgeshire's Active Travel Strategy. It underscores the significance of active travel, encompassing walking and cycling, and discourages dependence on private cars, aligning with the broader vision for sustainable transportation. Outcomes: The toolkit aims to provide developers, planners, policy makers, and transport engineers with comprehensive guidance throughout the planning process, ensuring the prioritisation of active travel in new developments. It is in accordance with both national and local transport policies, Local Plans, Supplementary Planning Documents, and technical guidance. Specifically, the toolkit is bolstered by support from Cambridgeshire's Active Travel Strategy's Policy AT04, which underscores the importance of prioritising active travel in new developments.

What is the proposal: Proposal: The toolkit is focused on initiatives that encourage and support the integration of active modes of travel from the outset of a new development. It recommends applying the toolkit to developments of various sizes, with particular attention to larger scale developments. Recognising the importance of tailoring design measures proportionately to the scale of the development, the toolkit aims to initiate positive behavioural change, inspiring residents to

adopt healthier and more active forms of travel. The extent to which the Toolkit is utilised will depend on the scale, type of development, and location. It outlines the minimum expectations to be taken into account and how these can be integrated into the design and planning process. However, the specific application will vary on a case-by-case basis depending on individual circumstances.

What information did you use to assess who would be affected by this proposal?: The Cambridgeshire Active Travel Toolkit for New Developments underwent a consultation process involving 23 prominent developers in Cambridgeshire, including entities such as Homes England, L&Q Estates, Vistry Group, Urban and Civic, Hill, and others. Additionally, consultation for the toolkit included 35 key stakeholders in Cambridgeshire, such as walking and cycling campaign groups, bridleways, the British Horse Society, the police, and various others. These consultations with both developers and stakeholders took place during the summer period from 25 July to 21 August 2023, spanning four weeks. The duration of the consultation was deliberately set at four weeks to align with the plan to present this paper to the committee in October 2023. Despite the summer holidays, only one developer requested an extension to the deadline, but ultimately, they did not submit their comments.

Are there any gaps in the information you used to assess who would be affected by this proposal?:
No

Does the proposal cover: All staff countywide, All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: The proposal will impact residents residing in proximity to the new proposed developments.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: Mixture of over/under represented and in line with population, depending on the group

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: The toolkit strives to prompt developers to prioritise the provision of dedicated active travel routes that are easily accessible to individuals using pushchairs, wheelchairs, mobility scooters, or adapted bikes. Enhancements or new pedestrian and cycle lanes would connect to important destinations such as schools, workplaces, stations, health services, and local shops. While the conversion of grass paths to hardstanding surfaces may not be favoured by all local residents, some may see it as a beneficial improvement.

Category of the work being planned: Guidance document

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Pregnancy and maternity, Sexual orientation, Sex, Socio-economic inequalities

Research, data and /or statistical evidence: Some of the evidence includes Overcoming Barriers and Identifying Opportunities for Everyday Walking for Disabled People (Living Streets, 2016); Disabled people's travel behaviour and attitudes to travel (DfT, 2017); Road Traffic and Injury Risk in Ethnic Minority Populations (Living Streets, 2021) LTN1/20 Cycle Infrastructure Design (DfT, 2020) Gear Change (DfT, 2020)

Consultation evidence: The Cambridgeshire Active Travel Toolkit for New Developments underwent consultation with 23 prominent developers across Cambridgeshire, including entities such as Homes England, L&Q Estates, Vistry Group, Urban and Civic, Hill, among others. Additionally, consultation for the toolkit involved 35 key stakeholders in Cambridgeshire, comprising walking and cycling campaign groups, bridleways, the British Horse Society, the police, and various others. These engagements with both developers and stakeholders occurred during the summer period from 25 July to 21 August 2023. The consultation duration was set at four weeks, aligning with the intention to present this paper to the committee in October 2023. Despite the summer holidays, only one developer requested an extension to the deadline, but ultimately, they did not submit their comments. Following stakeholder engagement, we received eight comments, and their primary concerns have been summarised as follows: - Equestrian representation has been excluded, and it is suggested that this group be acknowledged in the document. - The predominant focus of the toolkit appears to be on travel to work, school, shops, and community facilities, rather than encompassing recreation and health. - Equestrian stakeholders highlight consultations on future schemes to be consulted from earlier stages of the project. - Concerns are raised about access to public transport. - There is an expressed need for attention to be directed toward the future maintenance of all routes, including footpaths, cycleways, and bridleways.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Implementing the toolkit among developers, focusing on aspects like connectivity, high-quality walking/cycling networks, cycling parking, active travel routes, healthy living and leisure, and public transport, would significantly increase active travel journeys to key destinations.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: Particularly, long-term local residents in the area may express dissatisfaction with the suggested alterations. Not everyone is inclined to shift from using a car to active travel modes, and certain groups may be displeased about the prospect of sacrificing grass verges for new pedestrian and cycle paths.

How will the process of change be managed?: Consistent consultation and involvement of local communities and affected groups will occur from the project's initial stages, ensuring their continuous inclusion throughout the entire process, from design to the construction of the scheme.

How will the impacts during the change process be monitored and improvements made (where required)?: Thoughtful engagement with communities must be carefully planned and executed at each stage. It is essential to involve people from the early phases of projects and communicate with them in a manner that aligns with their needs.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
The developer overlooked the 13 key principles, causing significant consequences for individuals with visual impairments, those pushing pushchairs, using wheelchairs or mobility scooters, and individuals with general mobility issues. This oversight particularly affects those who depend on features like flushed dropped kerbs, tactile paving, and a connected network..	Age, Disability, Pregnancy and maternity, Sex	High	Upon the submission of a planning application by the developer, the Transport Assessment team evaluates 13 key principles of the Toolkit, taking into account the scale of the development. Subsequently, an agreement is reached, mandating the developer to adhere to and implement high-quality and standard active travel infrastructure	Developer	31/03/2025

Head of service: Jeremy Smith

Head of service email: jeremy.smith@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Highways Maintenance Capital Programme

To: Highways and Transport Committee

Meeting Date: 5th March 2024

From: Executive Director for Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/043

Executive Summary: This report provides an overview of the capital programme for highways maintenance schemes for 24/25 and 25/26 totalling £48.7 and £46.4 respectively as set out in 3.10 of this report. It outlines the importance of having effective forward planning and provides a summary of the sources of funding and the principles upon which programmes of schemes have been developed.

The report seeks approval of the proposed programme of work for 24/25 and 25/26 to be funded from the core capital funding that is made available for highways maintenance from Central Government. Appendix two to the report detail the proposed programmes of schemes for the following three years, for the Committee's consideration. This will inform the business planning processes for future years.

In addition to the funding from Central Government, the Council has approved £40m of investment in highways investment. Appendix Three of the report therefore sets out the themes and associated schemes to be funded by this additional capital investment that was approved by Full Council on 13 February.

The report provides the required detail of how the Council is planning to utilise the additional funding allocated for highways maintenance under the Network North initiative from which council received £2.3m of grant funding for 23/24, and 24/25.

The report seeks delegated authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice Chair of this committee to finalise the detailed allocation of the overall programme, enter into grant funding agreements and to undertake the required procurement and contracting activity.

Recommendations:

The Committee is recommended to:

- a) Approve the 2-year programme of highway maintenance capital schemes 2024-2026 as outlined at Appendix One.
- b) Note the indicative highway maintenance capital programme for the following 3 to 5 years 2026-2029 as outlined at Appendix Two.
- c) Approve the indicative programme for the use of the additional £40m investment made by the Council in highways maintenance as outlined at Appendix Three.
- d) Delegate Authority to the Executive Director, Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to finalise the detailed allocations and priorities for the highways capital maintenance programme, in accordance with the Authority's approved asset management policies.
- e) Delegate authority to the Executive Director, Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to commission the delivery of the highway maintenance capital programme through existing contracts that have been formally procured.
- f) Delegate authority to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to procure and then award contracts and any other associated legal agreements or documents for the delivery of the elements of the highway maintenance capital programme that are not delivered via existing contracts.
- g) Delegate authority to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee and the Section 151 Officer, to enter into Grant Funding Agreements with Cambridgeshire and Peterborough Combined Authority where these agreements are associated with the delivery of the highway maintenance capital programme.

Officer contact:

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Post: Group Manager Asset Management

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 This report relates to the Council's Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

The asset management approach to highway maintenance is the basis for the formulation of these programmes of work. This approach is predicated upon preventative maintenance treatments being applied to highways at the appropriate points in their lifecycles. Such preventative maintenance minimises the need for deeper, more expensive treatments to be applied at later dates.

It is these deeper treatments that are the most environmentally harmful since they require greater use of materials (including virgin aggregates) and associated transport. These carbon emissions are exacerbated by road users having to travel further via diversion routes and having to wait at traffic control, such as traffic signals.

Given the above, the over-arching principles that inform these programmes of work are a key factor in minimising the environmental effects and carbon footprint of the highways maintenance service.

The Council is developing a net zero carbon strategy for the highways maintenance service and the outcomes of this work will influence the formulation of future programmes of work.

- 1.2 This report also relates to Ambition 2: Travel across the county is safer and more environmentally sustainable.

The programmes of work are formulated considering objective condition data and other factors, including accident statistics. The provision and maintenance of a safe highway network is a key objective of this report and the wider highways maintenance service.

The programmes include works to some of the county's peat soil affected roads. These roads were the subject of a report to this committee at its meeting held 23rd January 2024. Works to these roads will play an important role in keeping this challenging part of the county's highway network safe.

- 1.3 This report is also relevant to Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

A properly maintained highway network is a key enabler for the transport of goods and passengers across the county and beyond. This is fundamental to the county developing and retaining a resilient economy.

2. Background

- 2.1 This report seeks the committee's approval for the highway maintenance capital programme for the next 2 years (2024/25 and 2025/26). This is provided as Appendix One to this report.

- 2.2 The following 3-to-5-year programmes (2026/27 - 2028/29) for various asset groups are set out in Appendix Two, to enable improved forward planning of highway capital programme delivery. This is an indicative list of those works we have identified as being a priority based upon our latest asset condition intelligence. The list will become more detailed and refined as we progress. We will update this indicative list based on our latest condition surveys each year.
- 2.3 Appendix Three to this report sets out the indicative themes and associated schemes for the use of the additional investment made by the Council in highways maintenance. This is £20 million for each of the years 2024-25 and 2025-26. Schemes within each of the appendices will be prioritised in accordance with the authority's highway asset management policies.
- 2.4 The key outcomes will be forward visibility of programmes of highways maintenance capital schemes and programmes of schemes that align with the available funding sources and the Council's business plan and ambitions.
- 2.5 A key outcome of the works funded by the additional investment will be a visibly improved highway network and a better experience for road users, customers, and residents. For example, work will include significant improvements to road markings, more frequent emptying of roadside drainage gullies and vastly increased programmes of carriageway and footway repairs. The increased investment in carriageway surfacing will be key in maintaining the integrity of the network, arresting deterioration, and preventing the formation of potholes.

3. Main Issues

- 3.1 The County Council has approved policies setting out its asset management approach to the maintenance of the highways for which it is responsible. This approach is predicated upon a long-term, preventative strategy for highways maintenance which makes best use of the capital funds available to the Authority.
- 3.2 The programme of capital schemes is developed by officers using objective condition data, together with assessments of the rates of deterioration of highways assets. Whilst objective condition data is the primary arbiter, other factors are considered when developing the forward programme of schemes. Such factors include collision records, third party claims, local knowledge, and reports from councillors and the public.
- 3.3 The indicative programmes have been informed by condition data. Before finalising the detailed programmes, engagement will be undertaken with County Council members and town and parish councils.
- 3.4 A key part of the development of the programme is aligning the location and timing of schemes with the needs of communities. Schemes are tailored to suit different sections of communities where possible, seeking to ensure that a well-maintained and serviceable network is available to all classes of users.
- 3.5 The resultant programme of schemes is designed to apply the right maintenance treatments to assets, at the appropriate points in their life cycles. Such a preventative approach means that maintenance treatments are timed to prevent assets deteriorating further and then requiring much more expensive, environmentally damaging treatments at a

later date. The programme is not focussed on a “worst first” basis. The preventative approach can lead to schemes being undertaken which appear counter-intuitive and programmes that do not allocate funding on a geographical basis.

- 3.6 The County Council receives its base capital funding for highways maintenance from the Department for Transport, via the Combined Authority. There are three main funding streams, which are anticipated to provide £18.6 million to the Council in year 2024/25 (the Business Plan assumes the previous level of grant for 2024/25 and onwards, since the 2024/25 grant allocations have not yet been announced). The Highways Maintenance Block amount is calculated via a national formula. The Incentive Fund amount is dependent upon a self-assessment of our Highways Asset Management Approach. The Pothole Action Fund is distributed based upon the formula used to allocate the block funding. Cambridgeshire County Council is in the highest incentive funding band: Band 3. This is expected to provide £2,082,000 of capital funding for Highways Maintenance in year 2024/25.
- 3.7 Authorities are assessed for Incentive Funding based upon their responses to a broad range of questions regarding highways asset management. Government assesses these responses and places authorities within one of three bands. To achieve maximum funding, an authority must be placed within Band 3. The Council has previously achieved Band 3 status. A key component of this assessment process to date has been that authorities need to demonstrate that they have a forward programme of capital schemes and that this programme has been developed based upon asset management principles. To help demonstrate the linkage of the programme of schemes to the Authority’s asset management policies, the proposed programme will be incorporated into the approved Highways Operational Standards document as an appendix to that document, subject to approval of the programme by this committee. The most recent assessment of the Authority’s Incentive Fund status was undertaken in 2022/23. Officers await an update from government regarding future questionnaires and any possible changes to the process.
- 3.8 In October 2023 the Government announced additional capital funding for highway maintenance. It is anticipated that Cambridgeshire County Council will receive £2.3 million for each of the years 2023-24 and 2024-25. The Council has an obligation to report to government showing how it has used these funds. The use of these funds for year 2024-25 is set out in Appendix One to this report. The funds were used in 2023-24 as follows:
- £400,000 for drainage improvements to mitigate flooding and damage to road surfaces.
 - £300,00 for carriageway surface treatments, such as surface dressing.

The remaining funds will be used in year 2024/25, as set out in Appendix One to this report.

- 3.9 Further to the Financial Monitoring Report put to this committee at its meeting held on 12th July 2022, the Authority has received £24.75 million from National Highways for the maintenance of the former A14, which was handed over to the Council via the de-trunking process. The appendices to this report reflect the use of these funds, as set out in the Business Plan.
- 3.10 The table below summarises the uses of funding sources, with further details being provided in the appendices to this report:

Funding (£000's)			Expenditure (£000's)			
DfT funding, borrowing and revenue contribution	2024/25	2025/26		2024/25	2025/26	
DfT grants	18,622	18,622	Includes; <ul style="list-style-type: none"> • Carriageway and Footpath/cycleway Maintenance • Rights of way • Bridge Strengthening • Traffic Signal Replacement • Smarter Travel Management 			
Prudential borrowing	3,800	300				
Revenue contribution		3,500				
	<u>22,422</u>	<u>22,422</u>			<u>22,422</u>	<u>22,422</u>
Funding (£000's)			Expenditure (£000's)			
Additional funding £2.3m	2024/25	2025/26		2024/25	2025/26	
Funding provided in the Autumn Statement	2300	Tbc	Works to prevent highway flooding, planned carriageway, footway and cycleway patching / maintenance and further works on soil affected roads to maintain safety	2,300	tbc	
Funding (£000's)			Expenditure (£000's)			
A14/A1307 de trunking	2024/25	2025/26		2024/25	2025/26	
Funding provided to carry out maintenance post de trunking	4,000	4,000	High priority lighting, signals, safety fencing and carriageway works being identified in preparation for de trunking	4,000	4,000	
Funding (£000's)			Expenditure (£000's)			
£40m Investment	2024/25	2025/26		2024/25	2025/26	
Further works to enhance existing programmes of work to be delivered through the approved Asset Management approach.						
	<u>20,000</u>	<u>20,000</u>		<u>20,000</u>	<u>20,000</u>	
Grand Total	<u>48,722</u>	<u>46,422</u>		<u>48,722</u>	<u>46,422</u>	

3.11 As noted above, the Authority receives its base capital funding for highways maintenance from government, via the Combined Authority. It might be necessary for the Council to enter into Grant Funding Agreements with the Cambridgeshire and Peterborough Combined Authority to enable this transfer of funds from the Combined Authority to the County Council. Therefore, this report seeks a delegation to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee and the Section 151 Officer, to enter into such Grant Funding Agreements.

3.12 The Authority's asset management policies used to develop the programmes of schemes consider the resilience of the county's highway network and the programme has due regard

to managing the impacts of climate change. The proposed 2-year forward programme of schemes continues to show investment in drainage and flood prevention.

- 3.13 Engagement with residents, communities and the travelling public will be undertaken. For larger schemes, this will include individual communications plans, tailored to the intended audience and the type and scale of the schemes.
- 3.14 The proposed programmes of schemes provided as Appendices One, Two and Three reflect the budgetary allocations, as approved by the Council's business planning processes. Schemes are identified in years one and two, whilst those scheduled to be undertaken in years 3, 4 and 5 will be assigned to specific years following further development and co-ordination with other works on the highway network.
- 3.15 Regular updates on the programme delivery will be provided to the Committee through the reports relating budget and performance reporting.
- 3.16 The committee is also asked to delegate authority to the Executive Director, Place and Sustainability, in consultation with the Chair and Vice Chair of this committee, the commissioning of the delivery of the schemes in the capital programme, via those contracts that have been formally procured and include the provision of such works. Such delivery vehicles include the Council's contract with Milestone and the Eastern Highways Alliance Framework Contract. The selection of procurement routes will be based upon the options offering best value for money.
- 3.17 The additional investment made by the Authority in highways maintenance, together with the monies received from National Highways following the de-trunking of the old A14, presents a risk in terms of the capacity to deliver a significantly increased volume of work. To help mitigate these risks, officers have commenced early discussions with delivery partners and their supply chains. Assurance of delivery might require some works to be delivered via other contracts and frameworks to which the Council has access, or by procuring the delivery of packages of schemes outside of current arrangements. Therefore, the Committee is asked to delegate the authority to enter into such contracts to the Executive Director, Place and Sustainability, in consultation with the Chair/Vice Chair of this Committee.

4. Alternative Options Considered

- 4.1 An alternative method for formulating programmes of work is to treat carriageways and other highways assets on a "worst first" basis. This is the antithesis of the asset management approach, in which treatments are applied at the correct points in the lifecycles of assets. The adoption of a "worst first" approach has been rejected since it does not represent value for money in terms of whole life cost and would ultimately lead to unsustainable deterioration of the county's highways. Adoption of the "worst first" approach would inevitably lead to risks to highway users from an increase in potholes and other defects. These defects would require reactive treatments that are funded from revenue budgets. Thus, the adoption of "worst first" principles would place unsustainable strain upon revenue budgets and create increased demand on the highways maintenance service from residents, communities and the travelling public.
- 4.2 The rejection of the "worst first" approach aligns the Council with national best practice for highways asset management and accords with the policies of successive central

governments. It is the adoption of the preventative, asset management approach that has been a key factor in the Council achieving top band status for funding via the Incentive Fund, as set out in paragraphs 3.6 and 3.7.

5. Conclusion and reasons for recommendations

- 5.1 The proposed programmes of work represent the best use of the available capital funds for highways maintenance.
- 5.2 The programmes will provide clarity and forward visibility of schemes, both for service users and the supply chain.

6. Significant Implications

6.1 Finance Implications

The report above sets out details of significant implications in paragraphs 3.6 and 3.7 regarding the Incentive Fund and its relationship to the development of a programme of schemes that is in accordance with asset management principles.

The Capital Highway Maintenance Programme 2024-26 is built on the basis of the 2023/24 grant levels (the Business Plan assumes the same level of grant for 2024/25 and onwards, since the 2024/25 grant allocations have not yet been announced). Should the grant allocations differ significantly from these assumptions, a further report will be brought to this committee seeking approval for amendments to the programme.

6.2 Legal Implications

There are no significant implications for this priority.

6.3 Risk Implications

The total volume of work to be delivered in these programmes poses a challenge in terms of deliverability. Please see paragraph 3.17.

6.4 Equality and Diversity Implications

These programmes have been developed in accordance with approved Council policy, specifically the asset management approach as set out in the Highway Operational Standards (HOS). Key changes to the HOS are subject to Equality Impact Assessments.

The HOS sets out that highway repairs and treatments may be prioritised where those with protected characteristics might be adversely impacted.

These programmes of work contribute to the provision of an inclusive highway network.

6.5 Climate Change and Environment Implications (Key decisions only)

Carbon & Green & House Gas emissions

The asset management approach reduces the carbon emissions associated with highways maintenance. This is achieved through timely interventions, preventing the need for deeper, more carbon intensive treatments to be undertaken at a later date. Please see text under Low Carbon Transport below.

Low Carbon Transport

The programme of schemes is predicated upon timely maintenance interventions, obviating the need for deeper, more disruptive treatments at later dates.

This will mean that users of the county's highway network will face less disruption due to roadworks. Therefore, there will be less need for traffic to undertake additional mileage due to diversion routes and traffic will spend less time waiting at traffic lights and other forms of traffic control. The reduction in anticipated disruption will mean that less carbon is emitted from the affected traffic.

It is the deeper, more expensive treatments that require the greatest use of materials and virgin aggregates. Therefore, the timely interventions advocated in the proposed programme of schemes will minimise the need for construction traffic and its associated emissions.

Air Pollution

Please see comments under Low Carbon Transport. The resultant minimisation of disruption and construction traffic will help reduce air pollution, including particulates from traffic.

Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change

A well-maintained highway network, that is able to remain available during extreme weather conditions, is an essential contributor to the resilience of the services provided by the Council and other agencies. The highway network is the key conduit for the many of our front-line services to reach communities. These programmes of work contribute to the provision of such a safe, serviceable network of highways.

7. Source Documents

- 7.1 Highways Operational Standards, which can be found at:
[Highway Operational Standards 8 Feb 2024 \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/highway-operational-standards-8-feb-2024)

Capital Highway Maintenance Programme 2024/25 to 2025/26

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Place and Sustainability Works Programme Summary

Operating the Network		2024/25		2025/26	
Carriageway & Footway Maintenance including Cycle routes	Cambridge	£	1,363,000	£	1,440,000
	East	£	1,271,000	£	230,000
	Fenland	£	1,396,000	£	1,625,999
	Huntingdonshire	£	2,091,400	£	1,590,401
	South	£	1,845,000	£	1,380,000
	Countywide	£	11,207,475	£	12,907,475
			£	19,173,875	£
Rights of Way	East	£	42,725	£	42,725
	Fenland	£	35,022	£	35,022
	Huntingdonshire	£	39,699	£	39,699
	South	£	40,000	£	35,000
	Countywide	£	77,554	£	82,554
			£	235,000	£
Bridge Strengthening	Cambridge	£	320,000	£	100,000
	East	£	250,000	£	275,000
	Fenland	£	-	£	75,000
	Huntingdonshire	£	155,000	£	250,000
	South	£	-	£	-
	Countywide	£	1,412,701	£	1,437,701
			£	2,137,701	£
Traffic Signal Replacement	Cambridge	£	617,221	£	245,718
	East	£	-	£	-
	Fenland	£	-	£	401,529
	Huntingdonshire	£	64,946	£	-
	South	£	-	£	34,721
	Countywide	£	26,509	£	26,708
			£	708,676	£
Smarter Travel Management - Traffic Management Centre	Countywide	£	166,747	£	166,747
		£	166,747	£	166,747
DfT Additional funding announced Oct 2023 (includes 2023-24 c/f of £1,600,000)		£	3,900,000		tbc
A1307 de trunk improvement fund		£	8,561,300	£	4,000,000
Additional Highways Investment		£	20,000,000	£	20,000,000
Total Operating the Network		£	54,883,300	£	46,422,000

* schemes in year 2 of this programme may be delivered in year 1 as part of the Additional Highways Investment

Highways Funding	2024/25	2025/26
Highway Maintenance block funding (needs & incentive)	£ 10,593,000	£ 10,593,000
DfT Pothole Action Fund	£ 8,329,000	£ 8,329,000
DfT Additional funding announced Oct 2023 (includes 2023-24 c/f of £1,600,000)	£ 3,900,000	tbc
A1307 de trunk improvement fund	£ 8,561,300	£ 4,000,000
Prudential borrowing (provisional)/Revenue cont.	£ 3,500,000	£ 3,500,000
Additional Highways Investment	£ 20,000,000	£ 20,000,000
Total Funding	£ 54,883,300	£ 46,422,000

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Cambridge City Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Josh Rutherford						
Various	Cambridge	Various City Centre footways	Various	Footway repairs	£ 120,000	£ 120,000
Unc	Cambridge	Mill End Road	All estate	Footway resurfacing	£ 40,000	£ -
Unc	Cambridge	Suez/Hobart/Madras/Marmora Road/s	Estate area - phase 1	Footway resurfacing	£ 651,000	£ -
Unc	Cambridge	Suez/Hobart/Madras/Marmora Road/s	Estate area - phase 2	Footway resurfacing	£ -	£ 790,000
Unc	Cambridge	Porson Road	All estate	Footway resurfacing	£ -	£ 260,000
Unc	Cambridge	Ditton Fields	Estate area - phase 1	Footway resurfacing	£ -	£ -
A1303	Cambridge	Newmarket Road	Barnwell Rd roundabout to Meadlowlands Rd	Carriageway resurfacing linked with GCP scheme	£ 552,000	£ -
C202	Cambridge	Mill Road	Montreal Road to Coleridge Road	Carriageway resurfacing	£ -	£ 270,000
					£ 1,363,000	£ 1,440,000

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be list. This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
Unc	Arbury	Barnard Way		Micro Asphalt	included	-
Unc	Arbury	Cockerell Road		Micro Asphalt	included	-
Unc	Arbury	Ferrars Way		Micro Asphalt	included	-
Unc	Arbury	Finch Road		Micro Asphalt	included	-
Unc	Arbury	Hall Farm Road		Micro Asphalt	included	-
Unc	Arbury	Topham Way		Micro Asphalt	included	-
Unc	Cherry Hinton	Iver Close		Micro Asphalt	included	-
Unc	Cherry Hinton	Queens Meadows		Micro Asphalt	included	-
Unc	Cherry Hinton	Wolsey Way		Micro Asphalt	included	-
Unc	Coleridge	Golding Road		Micro Asphalt	included	-
Unc	Petersfield	Geldart Street		Micro Asphalt	included	-
Unc	Petersfield	Petworth Street		Micro Asphalt	included	-
Unc	Petersfield	St Matthews Court		Micro Asphalt	included	-
Unc	Trumpington	Bentley Road		Micro Asphalt	included	-
Unc	Trumpington	Diamond Close		Micro Asphalt	included	-
Unc	Trumpington	Newton Road		Micro Asphalt	included	-
Unc	Trumpington	Porson Road		Micro Asphalt	included	-
Unc	Trumpington	Rayleigh Close		Micro Asphalt	included	-

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway. Schemes that have deteriorated to far for the treatment to be cost effective may be removed list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
Unc	Cambridge	Adams Road	All footways	Slurry Sealing	included	-
Unc	Cambridge	Alex Wood Road	All footways	Slurry Sealing	included	-
Unc	Cambridge	Canterbury Street	All footways	Slurry Sealing	included	-
A1309	Cambridge	Hauxton Road	All footways	Slurry Sealing	included	-
Unc	Cambridge	Hazelwood Close	All footways	Slurry Sealing	included	-
Unc	Cambridge	Hills Road	All footways	Slurry Sealing	included	-
Unc	Cambridge	Hinton Avenue	All footways	Slurry Sealing	included	-
C286	Cambridge	Kings Hedges Road	All footways	Slurry Sealing	included	-
Unc	Cambridge	Molewood Close	All footways	Slurry Sealing	included	-
A1301	Cambridge	Shelford Road	All footways	Slurry Sealing	included	-
C291	Cambridge	Victoria Avenue	All footways	Slurry Sealing	included	-
Unc	Cambridge	Westfield Road/Westfield Lane	All footways	Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Gareth Guest						
C281	Cambridge	Brooklands Avenue	Brooklands Avenue	Strengthen Bridge	£ 55,000	£ 100,000
	Cambridge	Jesus Green	Jesus Green Footbridge	Redeck	£ 265,000	£ -
					£ 320,000	£ 100,000

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Richard Ling						
	Cambridge			Obsolescence Programme	£ 295,142	£ -
C235	Cambridge	Cherry Hinton High Street	Nr Fernlea Close/Railway Street	Refurbish signals	£ 62,295	£ -
C235	Cambridge	Brookfields	Nr Perne Road/Brookes Road	Refurbish signals	£ 62,295	£ -
A1134	Cambridge	Queen Ediths Way	Nr Wulfstan Way	Refurbish signals	£ 62,295	£ -
C286	Cambridge	King Hedges Road	Nr St Kilda Avenue	Refurbish signals	£ 62,295	£ -
Unc	Cambridge	Carlton Way	Nr Alex Wood Road	Refurbish signals	£ 72,899	£ -
A1134	Cambridge	Queens Road	Near Garrett Hostel Lane	Refurbish signals	£ -	£ 78,790
C235	Cambridge	Cherry Hinton Road	Nr Perne Road	Refurbish signals	£ -	£ 62,765
C296	Cambridge	Trumpington Street	Near Labs	Convert to Zebra	£ -	£ 34,721
C279	Cambridge	Green End Road	Near Kendel Way	Potential convert to Zebra	£ -	£ 34,721
C279	Cambridge	Green End Road	Near Cam Sight	Potential convert to Zebra	£ -	£ 34,721
					£ 617,221	£ 245,718

East Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Josh Rutherford						
Unc	Little Thetford	The Wytches	Final phase of village improvements	Drainage investigations/design/construction	included	£ -
Unc	Littleport	Sandhill	Along cul de sac	Drainage investigations/design/construction	included	£ -
Unc	Ely	New Barns Avenue	Section from Cemetary junction to Lynn Road link	Footway resurfacing	£ 288,000	£ -
Unc	Littleport	Kirkby Cross Avenue	All road, including section of Gilbert Road	Footway resurfacing	£ 155,000	£ -
Unc	Sutton	Station Road	From end of houses to industrial park	Footway resurfacing/widen to min 1.5m	£ -	£ 90,000
Unc	Ely	Waterside/Quayside/Ship Lane	From Lisle Lane to Ship Lane	Footway repalce slabs - conservation area	£ -	£ 140,000
A10	Littleport	Lynn Road	Two sections, nr Brandon Creek & nr A1101, including roundabout	Carriageway strengthen/resurface	£ 828,000	£ -

£ 1,271,000 £ 230,000

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be re list. This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
A1304	Stetchworth	London Road		Surface Dressing	included	-
B1052	Westley Waterless	Brinkley Road		Surface Dressing	included	-
A1123	Wilburton	Stretham Road		Grip Fibre	included	-
Unc	Haddenham	Perry Close		Micro Ashphalt	included	-
Unc	Stretham	Top Street		Micro Ashphalt	included	-
Unc	Sutton	Fairfield		Micro Ashphalt	included	-
Unc	Wilburton	Bakery Close		Micro Ashphalt	included	-
Unc	Wilburton	Littlefield Close		Micro Ashphalt	included	-
Unc	Wilburton	Toates Close		Micro Ashphalt	included	-

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway. Schemes that have deteriorated to far for the treatment to be cost effective may be removed from list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
B1063	Ashley	High Street	All footways	Slurry Sealing	included	-
C215	Bottisham	Bell Road	All footways	Slurry Sealing	included	-
Unc	Bottisham	Downing Close	All footways	Slurry Sealing	included	-
A1303	Bottisham	Newmarket Road	All footways	Slurry Sealing	included	-
B1061	Burrough Green	Bradley Road	All footways	Slurry Sealing	included	-
Unc	Cheveley	Coach Lane	All footways	Slurry Sealing	included	-
Unc	Cheveley	Park Road	All footways	Slurry Sealing	included	-
Unc	Ely	Cambridgeshire Close	All footways	Slurry Sealing	included	-
Unc	Ely	Dunstan Street	All footways	Slurry Sealing	included	-
Unc	Ely	Gilbert Scott Drive	All footways	Slurry Sealing	included	-
Unc	Ely	Houghton Gardens	All footways	Slurry Sealing	included	-
Unc	Ely	New Barns Avenue	All footways	Slurry Sealing	included	-
Unc	Ely	St Andrews Way	All footways	Slurry Sealing	included	-
Unc	Ely	The Hamlet, Chettisham	All footways	Slurry Sealing	included	-
Unc	Ely	Williams Close	All footways	Slurry Sealing	included	-
Unc	Ely	Willow Walk	All footways	Slurry Sealing	included	-
B1102	Fordham	Mildenhall Road	All footways	Slurry Sealing	included	-
C159	Haddenham	Aldreth Road	All footways	Slurry Sealing	included	-
A1123	Haddenham	Haddenham Road	All footways	Slurry Sealing	included	-
C159	Haddenham	High Street, Aldreth	All footways	Slurry Sealing	included	-
C315	Littleport	Ely Road	All footways	Slurry Sealing	included	-
Unc	Littleport	Sandys Crescent	All footways	Slurry Sealing	included	-
C315	Littleport	Station Road	All footways	Slurry Sealing	included	-
B1102	Lode	Long Meadow Road	All footways	Slurry Sealing	included	-
B1103	Lode	Swaffham Road	All footways	Slurry Sealing	included	-
A10	Stretham	Cambridge Road	All footways	Slurry Sealing	included	-
C160	Stretham	High Street	All footways	Slurry Sealing	included	-
A1123	Stretham	Wilburton Road	All footways	Slurry Sealing	included	-
C217	Swaffham Bulbeck	Quarry Lane	All footways	Slurry Sealing	included	-
C155	Wilburton	Station Road	All footways	Slurry Sealing	included	-
B1049	Wilburton	Twenty Pence Road	All footways	Slurry Sealing	included	-
C127	Witcham	The Slade	All footways	Slurry Sealing	included	-
	Woodditton	Saxon Street	All footways	Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Gareth Guest						
FB3	Coveney	Coveney FP3	Footbridge	Footbridge recon	£ 250,000	£ -
A142	Mepal	A142	Mepal Viaduct	Kerb repairs	£ -	£ 275,000
					£ 250,000	£ 275,000

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke					
Various	Various IDB Areas	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 16,785	£ 16,785
Various	Various	Various	Scrub removal to support grass cutting & Surface repair	£ 18,311	£ 18,311
Various	Various	Various	Improving access to the ROW Network	£ 7,630	£ 7,630
				£ 42,725	£ 42,725

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Fenland Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Josh Rutherford						
Unc	Chatteris	Eden Crescent	Throughout road	Drainage investigation/design/construction	included	£ -
Unc	March	Sycamore Close	Throughout road	Drainage investigation/design/construction	included	£ -
Unc	Gorefield	Gote Lane	At High Street junction	Drainage investigation/design/construction	included	£ -
C14	Leverington	Roman Bank	Nr Walnut Cottage	Drainage investigation and design	included	£ -
Unc	Wimblington	Blue Lane	Various locations	Drainage investigation and design	included	£ -
	Parson Drove	Fen Road	Throughout road	Drainage investigation and design	included	£ -
Unc	Wisbech	Windsor Drive/Prince of Wales Close/ Jubilee Walk, inc. seperated footways	Full estate	Footway resurface	£ 420,000	£ -
Unc	Leverington	Perry Road	Full estate	Footway - concrete overlay	£ 68,000	£ -
Unc	March	Poplar Close	Through Road	Footway resurface	£ 58,000	£ -
Unc	Wisbech	Verdun Road	Through Road	Footway resurface/minor kerb relay	£ -	£ 85,000
Unc	March	North Street	Through Road	Footway resurface	£ -	£ 160,000
Unc	March	Alpha Street	Through Road	Footway resurface	£ -	£ 155,000
C13/C14	Leverington	Church Rd/Church End/Gorefield Rd /Roman Bank	From sports club to 8 Roman Bank and Ringers Lane junc	Carriageway resurfacing	£ 375,000	£ -
B1100	Christchurch	Padgetts Road	Two sections at either end	Carriageway strengthen/resurface	£ 475,000	£ -
B1093	Whittlesey	Benwick Road	From Wype Road to Whittlesey	Carriageway strengthen/resurface	£ -	£ 860,999
C73	March	Creek Road	From Mill View to St Johns Rd and Waterside Gds to Marsh Close	Carriageway strengthen/resurface	£ -	£ 365,000
					£ 1,396,000	£ 1,625,999

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be list. This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
B1093	Benwick	Doddington Road		Surface Dressing	included	-
B1098	Chatteris	Langwood Hill Drove		Surface Dressing	included	-
B1098	Christchurch	Sixteen Foot Bank		Surface Dressing	included	-
C35	Friday Bridge	Needham Bank		Surface Dressing	included	-
C16	Gorefield	Wof Lane		Surface Dressing	included	-
Unc	Leverington	Mill Lane		Surface Dressing	included	-

C10	Tydd St Giles	Hannath Road		Surface Dressing	included	-
A605	Whittlesey	Eastrea Road		Grip Fibre	included	-
A605	Whittlesey	Syers Lane		Grip Fibre	included	-
Unc	Chatteris	Wenny Estate		Micro Asphalt	included	-
Unc	Wisbech	Prince of Wales Close		Micro Asphalt	included	-
Unc	Wisbech	Windsor Drive		Micro Asphalt	included	-

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway. Schemes that have deteriorated to far for the treatment to be cost effective may be removed list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
Unc	Chatteris	Eastbourne Road	All footways	Slurry Sealing	included	-
Unc	Chatteris	Eastwood	All footways	Slurry Sealing	included	-
Unc	Chatteris	Furrowfields Road	All footways	Slurry Sealing	included	-
Unc	Chatteris	Horsegate Gardens	All footways	Slurry Sealing	included	-
B1050	Chatteris	London Road	All footways	Slurry Sealing	included	-
Unc	Chatteris	St Peters Drive	All footways	Slurry Sealing	included	-
Unc	Chatteris	The Hawthorns	All footways	Slurry Sealing	included	-
C77	Christchurch	Church Road	All footways	Slurry Sealing	included	-
Unc	Christchurch	Fen View	All footways	Slurry Sealing	included	-
C13	Gorefield	High Road	All footways	Slurry Sealing	included	-
Unc	Leverington	Carlton Close	All footways	Slurry Sealing	included	-
Unc	Leverington	Church End	All footways	Slurry Sealing	included	-
Unc	Leverington	Ivesdyke Close	All footways	Slurry Sealing	included	-
Unc	Leverington	Leafere Way	All footways	Slurry Sealing	included	-
Unc	Leverington	Maysfield Drive	All footways	Slurry Sealing	included	-
C14	Leverington	Roman Bank	All footways	Slurry Sealing	included	-
Unc	March	Atlantic Close	All footways	Slurry Sealing	included	-
Unc	March	Berryfield	All footways	Slurry Sealing	included	-
Unc	March	Gresley Way	All footways	Slurry Sealing	included	-
Unc	March	Hunters Chase	All footways	Slurry Sealing	included	-
Unc	March	Ireton Way	All footways	Slurry Sealing	included	-
C78	March	Knights End Road	All footways	Slurry Sealing	included	-
Unc	March	Mallard Way	All footways	Slurry Sealing	included	-
C72	March	Norwood Road	All footways	Slurry Sealing	included	-
C75	March	St Johns Road	All footways	Slurry Sealing	included	-
Unc	March	Turnbull Road	All footways	Slurry Sealing	included	-
Unc	March	Waveney Drive	All footways	Slurry Sealing	included	-

Unc	Whittlesey	Charles Road	All footways	Slurry Sealing	included	-
Unc	Whittlesey	Pinewood Avenue	All footways	Slurry Sealing	included	-
Unc	Whittlesey	The Paddocks	All footways	Slurry Sealing	included	-
	Whittlesey	Wype Road	All footways	Slurry Sealing	included	-
Unc	Wisbech	Heron Road	All footways	Slurry Sealing	included	-
Unc	Wisbech	Pendula Road	All footways	Slurry Sealing	included	-
Unc	Wisbech	West Parade	All footways	Slurry Sealing	included	-
Unc	Wisbech	Windsor Drive	All footways	Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Gareth Guest						
A141	March	Wisbech Road	March Bypass rail	Concrete repairs	£ -	£ 55,000
C70	Whittlesey	Duncombes	Kingsland, Turves	Bridge Recon	£ -	£ 20,000
					£ -	£ 75,000

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Richard Ling						
B1040	Whittlesey	Delph Crossroads	Junction with Stonald Road/Bassenhally Road	Refurbish signals	£ -	£ 208,567
A1101	Wisbech	Leverington Road	At Dowgate Road	Refurbish signals at crossing	£ -	£ 192,962
					£ -	£ 401,529

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke					
Various	Various	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 15,022	£ 15,022
Various	Various	Various	Scrub Clearance and Maintenance	£ 10,000	£ 10,000
Various	Various	Various	Improving access to the ROW Network	£ 10,000	£ 10,000
				£ 35,022	£ 35,022

Huntingdonshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Josh Rutherford						
C336	Chesterton	Oundle Road	Near Priority Gardens	Drainage investigation and design	included	£ -
Unc	Sommersham	Parkhall Road	From village to school	Drainage investigation and design	included	£ -
Unc	Needingworth	Hawkes Lane	Throughout road	Drainage investigation and design	included	£ -
B1091	Yaxley	Broadway	At Shackleton Way	Drainage investigation and design	included	£ -
B1043	Great Paxton	High Street	At River Lane	Drainage investigation and design	included	£ -
C177	Great Gransden	East Street (village area)	From Middle Street to The Brook	Drainage investigation and design	included	£ -
Unc	St Ives	Greenfields	Throughout road	Drainage investigation and design	included	£ -
C95	Stilton	North Street	At the Jetty	Drainage investigation and design	included	£ -
B1091	Yaxley	Broadway	From no.140 to bus shelter	Footway resurfacing	£ 180,000	£ -
Unc	Huntingdon	Maryland Avenue	All road	Footway resurfacing	£ 190,000	£ -
C172	Buckden	High Street	A1 roundabout towards Church St	Footway resurfacing	£ -	£ 95,000
Unc	St Ives	Crown Place	Full length - provisional	Footway reconstruction - slabs/drainage	£ -	£ 100,000
B1050	Sommersham	Chatteris Road	Worst sections of road - 2 sections	Carriageway resurfacing	£ 1,241,400	£ -
Unc	Huntingdon	California Road	Arbury Road to the corner	Carriageway reconstruction	£ 170,000	£ -
B1428	St Neots	Cambridge Road	At High Street	Additional carriageway surfacing delivered through the FHSF scheme	£ 120,000	£ -
B1041	St Neots	New Street	From High St to strt of Lammas Meadow	Carriageway surfacing delivered through the FHSF scheme	£ 190,000	£ -
B1040	Ramsey St Marys	Herne Road	Form Pondersbridge towards Pecks JCB - 2 sections	Carriageway resurface/recon	£ -	£ 1,075,401
B1050	Ramsey	Great Whyte	From High Street to roundabout at Tesco	Carriageway resurfacing	£ -	£ 320,000
					£ 2,091,400	£ 1,590,401

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be removed from the list. This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
C98	Elton	Warmington Road		Surface Dressing	included	-
B660	Great Gidding	Main Street		Surface Dressing	included	-
B661	Great Staughton	West Perry Road		Surface Dressing	included	-
B660	Kimbolton	Station Road		Surface Dressing	included	-
Unc	Ramsey	Hollow Lane		Surface Dressing	included	-
B1043	Upton	Old North Road		Surface Dressing	included	-
C174	Waresley	Drewels Lane		Surface Dressing	included	-
C93	Washingley	Bullock Road		Surface Dressing	included	-

C103	Alconbury Weston	Monkswood Road		Grip Fibre	included	-
C86	Ramsey	Muchwood Lane		Grip Fibre	included	-
B1040	Warboys	High Street		Grip Fibre	included	-
Unc	Catworth	Yeomans Close		Micro Asphalt	included	-
Unc	Farcet	Andrewes Close		Micro Asphalt	included	-
Unc	Farcet	Marshalls Way		Micro Asphalt	included	-
Unc	Ramsey	Prince's Street		Micro Asphalt	included	-

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway. Schemes that have deteriorated to far for the treatment to be cost effective may be removed. list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
B661	Buckden	Perry Road	All footways	Slurry Sealing	included	-
Unc	Bury	Grove Way	All footways	Slurry Sealing	included	-
Unc	Godmanchester	Cambridge Villas	All footways	Slurry Sealing	included	-
Unc	Godmanchester	Cob Place	All footways	Slurry Sealing	included	-
C121	Hemingford Abotts	Rideaway	All footways	Slurry Sealing	included	-
Unc	Needingworth	Chapel Close	All footways	Slurry Sealing	included	-
Unc	Needingworth	Daintree	All footways	Slurry Sealing	included	-
Unc	Needingworth	Spinney Way	All footways	Slurry Sealing	included	-
Unc	Needingworth	St Johns Close	All footways	Slurry Sealing	included	-
Unc	Needingworth	The Furlongs	All footways	Slurry Sealing	included	-
Unc	Needingworth	Willow Green	All footways	Slurry Sealing	included	-
Unc	Huntingdon	Sparrowhawk Way	All footways	Slurry Sealing	included	-
Unc	Offord Cluny	Park Way	All footways	Slurry Sealing	included	-
Unc	Somersham	Grange Road	All footways	Slurry Sealing	included	-
Unc	Somersham	Parkhall Road	All footways	Slurry Sealing	included	-
Unc	St Ives	Acacia Avenue	All footways	Slurry Sealing	included	-
Unc	St Ives	Bittern Close	All footways	Slurry Sealing	included	-
Unc	St Ives	Chestnut Road	All footways	Slurry Sealing	included	-
Unc	St Ives	Curlew Close	All footways	Slurry Sealing	included	-
Unc	St Ives	Elm Drive	All footways	Slurry Sealing	included	-
Unc	St Ives	Great Farthing Close	All footways	Slurry Sealing	included	-
Unc	St Ives	Grebe Close	All footways	Slurry Sealing	included	-
Unc	St Ives	Heron Way	All footways	Slurry Sealing	included	-
Unc	St Ives	Hill Rise	All footways	Slurry Sealing	included	-
Unc	St Ives	Kestrel Close	All footways	Slurry Sealing	included	-
Unc	St Ives	Ramsey Road	All footways	Slurry Sealing	included	-
Unc	St Ives	Swan Close	All footways	Slurry Sealing	included	-
Unc	St Ives	Teal Close	All footways	Slurry Sealing	included	-
Unc	St Ives	The Mallards	All footways	Slurry Sealing	included	-

B1091	Yaxley	Broadway	All footways	Slurry Sealing	included	-
Unc	Yaxley	Chapel Street	All footways	Slurry Sealing	included	-
Unc	Yaxley	Cock Close Road	All footways	Slurry Sealing	included	-
Unc	Yaxley	Lansdowne Road	All footways	Slurry Sealing	included	-
Unc	Yaxley	Queen Street	All footways	Slurry Sealing	included	-
Unc	Yaxley	Southdown Road	All footways	Slurry Sealing	included	-
Unc	Yaxley	Westfield Road	All footways	Slurry Sealing	included	-
Unc	Yaxley	Windsor Road	All footways	Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Gareth Guest						
Unc	St Ives	St Ives Flood Arches	London Rd	Brick Parapet rebuild listed structure	£ 100,000	£ -
FP14	Woodwalton	Woodwalton FP13	Woodwalton	Footbridge design	£ 55,000	
FP14	Woodwalton	Woodwalton FP14	Woodwalton	Footbridge recon		£ 250,000
					£ 155,000	£ 250,000

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Richard Ling						
B1514	Brampton	Thrapston Road	Near Orchard Ln/Grove Ln	Refurbish signals	£ 64,946	£ -
					£ 64,946	£ -

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke					
Various	Various	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 12,000	£ 12,000
Various	Various	Various	Scrub Clearance and Maintenance	£ 16,255	£ 16,255
Various	Various	Various	Improving access to the ROW Network	£ 11,444	£ 11,444
				£ 39,699	£ 39,699

South Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Josh Rutherford						
C232	Fulbourne	Station Road	Various locations through road	Drainage investigations/design/construction	included	£ -
Unc	Fulbourne	Geoffrey Bishop Avenue	Throughout road	Drainage investigations/design/construction	included	£ -
B1053	Linton	High Street	Nr PH and no. 54	Drainage investigations/design/construction	included	£ -
Unc	Linton	Lambsfair	Throughout road	Drainage investigation and design	included	£ -
C232	Great Wilbraham	Church Street		Drainage investigation and design	included	£ -
Unc	Little Wilbraham	High Street		Drainage investigation and design	included	£ -
C186	Willingham	Over Road	Various locations through road	Drainage investigation and design	included	£ -
C210	Waterbeach	Chapel Street	From Londis	Drainage investigation and design	included	£ -
C284	Whittlesford	Duxford Road	Village to Royston Rd crossroads	Footway resurfacing, part of GCP scheme	£ 250,000	£ -
A1303	Bottisham	Newmarket Road	Bell Road to High Street	Footway resurfacing	£ 380,000	£ -
C236	Fulbourne	Cow Lane	full length	Footway resurfacing	£ -	£ 340,000
B1102	Stow cum Quy	Church Road	From traffic signals to/including Orchard St	Footway resurfacing	£ -	£ 210,000
A1307	Little Abington	Cambridge Road	From 17 to 49 and from 10 to 6	Footway resurfacing	£ -	£ 175,000
C232	Fulbourne	Station Road	From bend to level crossing	Footway resurfacing	£ -	£ -
Unc	Barton	Kings Grove		Footway resurfacing	£ -	£ -
A1307	Little Abington	Cambridge Road	Between speed limits through village	Carriageway resurfacing	£ 460,000	£ -
A10	Milton	Ely Road	From Denny End to just past Waterbeach Lodge	Carriageway resurfacing	£ 430,000	£ -
C179	Gamlingay	Church Street	From junction through to Church End	Carriageway resurfacing	£ 325,000	£ -
C181	Croxton	Toseland Road	From extent of new National Highways works to A428 (old) junction	Contribution to National Highways to extend resurfacing - Provisional sum dependant upon timing and extent of NH works	£ -	£ 100,000
C178/Unc	Bourn	Alms Hill/High Street/Caxton End	Various sections of failed carriageway	Carriageway resurfacing	£ -	£ 265,000
C177	Caxton	Gransden Road	Tates Field past church to end of double bend	Carriageway resurfacing	-	£ 290,000
					£ 1,845,000	£ 1,380,000

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be re
This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
Unc	Bassingbourn	Fen Road		Surface Dressing	included	-
C210	Horningsea	Clayhithe Road		Surface Dressing	included	-
C210	Landbeach	Waterbeach Road		Surface Dressing	included	-
C271	Steeple Morden	Litlington Road		Surface Dressing	included	-
B1046	Barton	New Rd/Comberton Road		Grip Fibre	included	-
B1039	Great Chishill	Hall Lane		Grip Fibre	included	-
C273	Steeple Morden	Hay Street		Grip Fibre	included	-

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway. Schemes that have deteriorated to far for the treatment to be cost effective may be removed from list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke						
Unc	Babraham	Sawston Road	All footways	Slurry Sealing	included	-
	Barton	Cambridge Road	All footways	Slurry Sealing	included	-
B1049	Barton	Comberton Road	All footways	Slurry Sealing	included	-
Unc	Bassingbourn Cum Kneesworth	North End	All footways	Slurry Sealing	included	-
C271	Bassingbourn Cum Kneesworth	Brook Road	All footways	Slurry Sealing	included	-
Unc	Bourn	Hall Close	All footways	Slurry Sealing	included	-
Unc	Cambourne	Brookfield Way	All footways	Slurry Sealing	included	-
Unc	Cambourne	High Street	All footways	Slurry Sealing	included	-
Unc	Cambourne	Jeavons Lane	All footways	Slurry Sealing	included	-
Unc	Cambourne	School Lane	All footways	Slurry Sealing	included	-
Unc	Cambourne	Woodpecker Way	All footways	Slurry Sealing	included	-
Unc	Comberton	Harbour Avenue	All footways	Slurry Sealing	included	-
A10	Foxton	Cambridge Road	All footways	Slurry Sealing	included	-
A10	Foxton	Royston Road	All footways	Slurry Sealing	included	-
Unc	Fulbourn	Bird Farm Road	All footways	Slurry Sealing	included	-
Unc	Gamlingay	Fairfield	All footways	Slurry Sealing	included	-
Unc	Gamlingay	School Close	All footways	Slurry Sealing	included	-
Unc	Gamlingay	Station Road	All footways	Slurry Sealing	included	-
A10	Harston	High Street	All footways	Slurry Sealing	included	-
A10	Harston	Royston Road	All footways	Slurry Sealing	included	-
Unc	Hildersham	High Street	All footways	Slurry Sealing	included	-
C205	Histon	Cottenham Road	All footways	Slurry Sealing	included	-
B1049	Histon	Glebe Way	All footways	Slurry Sealing	included	-
Unc	Histon	Narrow Lane	All footways	Slurry Sealing	included	-
Unc	Impington	Bridge Road	All footways	Slurry Sealing	included	-
B1052	Linton	Balsham Road	All footways	Slurry Sealing	included	-
A1307	Linton	Cambridge Road	All footways	Slurry Sealing	included	-
Unc	Little Shelford	Newton Road	All footways	Slurry Sealing	included	-
Unc	Melbourn	Cambridge Road	All footways	Slurry Sealing	included	-
Unc	Melbourn	Royston Road	All footways	Slurry Sealing	included	-
C268	Orwell	High Street	All footways	Slurry Sealing	included	-
C249	Sawston	Cambridge Road	All footways	Slurry Sealing	included	-
Unc	Sawston	Park Road	All footways	Slurry Sealing	included	-
A1301	Sawston	Sawston Bypass	All footways	Slurry Sealing	included	-
Unc	Sawston	Tannery Road	All footways	Slurry Sealing	included	-
C246	Shudy Camps	Main Street	All footways	Slurry Sealing	included	-
C234	Teversham	Church Road	All footways	Slurry Sealing	included	-
C239	West Wickham	High Street	All footways	Slurry Sealing	included	-
Unc	Whittlesford	Maynards	All footways	Slurry Sealing	included	-

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Richard Ling						
C198	Girton	Cambridge Road	Nr Orchard Close	Potential convert to Zebra	£ -	£ 34,721
					£ -	£ 34,721

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke					
BY 4	Balsham	BY 4	Scrub clearance - E2 Long Distance Route between Balsham Roads	£ -	£ 10,000
BR 6	Fen Drayton	BR 6	Clear overhanging side scrub	£ 6,000	£ -
BR 23	Linton	BR 23	Scrub clearance - Harcamlow Way to Mark's Grave	£ 6,000	£ -
BR 5	Little Abington	BR 5	Surface dress with fine dust and compact	£ -	£ 15,000
BR 4	Little Gransden	BR 4	Scrub clearance	£ -	£ 5,000
BR 6	Little Gransden	BR 6	Scrub clearance	£ -	£ 5,000
BR 3	Little Shelford	BR 3	Supply 60 tonnes of road planings and build up surface to shed surface water at bottom of	£ 10,000	£ -
BR 1	Rampton	BR 1	Fill comaction areas	£ 13,000	£ -
BR 21	West Wrattling	BR 21	Scrub clearance along verges to A11	£ 5,000	£ -
				£ 40,000	£ 35,000

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Countywide Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Clarke		
Countywide capitalised road patching	£ 824,771	£ 824,771
Locally determined minor capital schemes	£ 515,595	£ 515,595
Countywide Surface Treatment programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£ 2,185,508	£ 2,185,508
Preparation for surface treatment schemes, as above	£ 575,466	£ 575,466
Additional surface treatment programme - Schemes being identified	£ 1,934,269	£ 1,934,269
Countywide Retread programme - Schemes being developed	£ 951,867	£ 951,867
Countywide safety fence renewals - programme for future years to be developed from latest condition inspections	£ 400,000	£ 400,000
Countywide footway slurry seal programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£ 500,000	£ 500,000
Additional footway slurry sealing programme - Future schemes being identified	£ 1,800,000	£ 2,200,000
Additional carriageway resurfacing programme - Future schemes being identified	£ -	£ -
Additional footway resurfacing/reconstruction programme - Schemes for future years to be confirmed	£ -	£ 200,000
Improvements to roundabouts including surface repairs, new signs and lines	£ 200,000	£ -
Additional footway patching	£ -	£ 800,000
Cycle Route enhancements - including new markings and signage	£ -	£ 200,000
Soil Roads - New signs, marker posts and improvements	£ -	£ 300,000
Contact Officer: Josh Rutherford / Barry Wylie		
Drainage Improvements - Schemes listed under District/City areas. Schemes being designed or under development for later years.	£ 1,000,000	£ 1,000,000
Survey, Investigation and design for schemes	£ 320,000	£ 320,000
	£ 11,207,475	£ 12,907,475

Additional Highways Investment

Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Munslow		
Plesae see Appendix 3	£ 20,000,000	£ 20,000,000
	£ 20,000,000	£ 20,000,000

A1307 De Trunk Improvement Fund

Works				Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Jon Munslow					
Street lighting - Contract management, annual maintenance and upgrade to PFI specification				£ 1,140,000	tbc
Carriageway resurfacing - locations identified as requiring early intervention				£ 2,000,000	tbc
Footway improvements - locations identified as requiring early intervention				£ 25,000	tbc
Highway Drainage - locations identified as requiring early intervention, and data rationalisation				£ 325,000	tbc
Traffic Signals - maintain existing infrastructure				£ 20,000	tbc
Review and redesign Spittals roundabout				£ 75,000	tbc
Structures - locations identified as requiring early intervention				£ 3,293,500	tbc
Vehicle Restraint Systems (safety barriers) - review of data and replacement of VRS where temporary reduced speed limit				£ 1,030,000	tbc
Review future use of dual carriageway				£ 100,000	tbc
Annual maintenance requirement - inc emergencies, winter maintenance, routine gully emptying, signs and road markings, etc				£ 552,800	£ 345,000
				£ 8,561,300	£ 345,000

DfT Additional funding announced Oct 2023 (includes 2023-24 c/f of £1,600,000)

Works				Budget 2024/25 £	Budget 2025/26 £	
Contact Officer: Jon Clarke/Josh Rutherford						
Unc	Cambridge	Cowley Road	From access to limits of adoption	Carriageway strengthen/resurface	£ 255,000	£ -
B1381	Sutton	Chain Causeway	From Village to Hundred Foot	Carriageway strengthen/resurface	£ 870,000	£ -
A1303	Madingley	St Neots Road	At A428 roundabout, approach and old alignment	Carriageway resurfacing	£ 375,000	£ -
Additional carriageway patching				£ 2,400,000	£ -	
				£ 3,900,000	£ -	

Rights of Way

Maintaining the Rights of Way network

Works				Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Gareth Guest / Jon Clarke					
Fund to repair, replace and upgrade bridges as a result of inspections				£ 76,054	£ 81,054
Signage as a result of Definitive map changes				£ 1,500	£ 1,500
				£ 77,554	£ 82,554

Bridge Strengthening

Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Gareth Guest		
Design for future years schemes & capitalised minor improvements	£ 1,412,701	£ 1,437,701
	£ 1,412,701	£ 1,437,701

Traffic Signal Replacement

Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Richard Ling		
Design for future years schemes	£ 26,509	£ 26,708
Signalised crossing/junction upgrades for future years to be confirmed	£ -	£ -
	£ 26,509	£ 26,708

Smarter Travel Management - Traffic Management Centre

The Traffic Management Centre(TMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.

Works	Budget 2024/25 £	Budget 2025/26 £
Contact Officer: Sonia Hansen		
Expand our existing Intelligent Transport Systems to provide further integration in delivering transport information to the public and our partners. Provide new facilities into the TMC including additional CCTV coverage and other technology to better inform the public on our highway network conditions	£ 166,747	£ 166,747
	£ 166,747	£ 166,747

Capital Highway Maintenance Priority List 2026 to 2029

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Place and Sustainability Works Programme Summary

Operating the Network		2026 - 2029	
Carriageway & Footway Maintenance including Cycle routes	Cambridge	£	1,275,000
	East	£	2,234,000
	Fenland	£	2,089,000
	Huntingdonshire	£	1,829,558
	South	£	2,029,000
	Countywide	£	41,086,426
		£	50,542,984
Rights of Way	East	£	136,173
	Fenland	£	110,066
	Huntingdonshire	£	125,099
	South	£	86,000
	Countywide	£	247,662
		£	705,000
Bridge Strengthening	Cambridge	£	737,701
	East	£	-
	Fenland	£	-
	Huntingdonshire	£	-
	South	£	100,000
	Countywide	£	5,575,402
		£	6,413,103
Traffic Signal Replacement	Cambridge	£	-
	East	£	-
	Fenland	£	-
	Huntingdonshire	£	-
	South	£	-
	Countywide	£	2,104,673
		£	2,104,673
Smarter Travel Management - Traffic Management Centre	Countywide	£	500,241
		£	500,241
DfT Additional funding announced Oct 2023 (includes 2023-24 c/f of £1,600,000)			tbc
A1307 de trunk improvement fund		£	4,000,000
Additional Highways Investment		£	-
Total Operating the Network		£	64,266,000

Highways Funding	2026 - 2029	
Highway Maintenance block funding (needs & incentive)	£	31,779,000
DfT Pothole Action Fund	£	24,987,000
DfT Additional funding announced Oct 2023 (includes 2023-24 c/f of £1,600,000)		tbc
A1307 de trunk improvement fund	£	4,000,000
Prudential borrowing (provisional)/Revenue cont.	£	3,500,000
Additional Highways Investment	£	-
Total Funding	£	64,266,000

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Cambridge City Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2026 - 2029 £
Contact Officer: Josh Rutherford					
Various	Cambridge	Various City Centre footways	Various	Footway repairs	£ 120,000.00
Unc	Cambridge	Ditton Fields	Estate area - phase 1	Footway resurfacing	£ 560,000
C298	Cambridge	Coldhams Lane	Newmarket Road junc to/inc. roundabout	Carriageway resurfacing	£ 245,000
A1303	Cambridge	Madingley Road	Northampton St to Storeys Way	Carriageway resurfacing/drainage	£ 300,000
A1307	Cambridge	Hills Road	Rathmore Road to Cavendish Road	Carriageway resurfacing	£ 170,000

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2026 - 2029 £
Contact Officer: Gareth Guest					
Unc	Cambridge	Bateman Street	Hobson Bridge	Strengthen Bridge	£ 300,000
	Cambridge	Devonshire Road/ Rustat Road	Carter Cycleway Bridge	Bridge deck repairs	£ 187,701
					£ 737,701

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East Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2026 - 2029 £
Contact Officer: Josh Rutherford					
B1104	Isleham/Soham	Prickwillow Road	Two sections, nr Great Fen Rd and Nr no 21	Carriageway reconstruction - part concrete	£ 939,000
B1411	Little Downham	Hundred Foot Bank	Two sections	Carriageway reconstruction - part concrete	£ 595,000
A1123	Wicken/Stretham	Dimmocks Cote Rd	Various sections	Carriageway reconstruction	£ 700,000
					£ 2,234,000

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2026 - 2029 £
Contact Officer: Jon Clarke				
Various	Various IDB Areas	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 50,355
Various	Various	Various	Scrub removal to support grass cutting & Surface repair	£ 54,932
Various	Various	Various	Improving access to the ROW Network	£ 30,886
				£ 136,173

Fenland Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2026 - 2029 £
Contact Officer: Josh Rutherford					
B1093	Whittlesey	Benwick Road	From nr Grange Farm to nr Pidcock Fm	Carriageway strengthen/resurface	£ 731,000
B1099	March	Upwell Road	Section Near Sixteen Foot Bank	Carriageway strengthen/resurface	£ 400,000
B1099	March	Upwell Road	From Coleseed over Level X-ing to Cavalry roundabout	Carriageway strengthen/resurface	£ 558,000
B1101	March	Elm Road	From level crossing to Flagrass Hill junc	Carriageway resurfacing	£ 400,000
					£ 2,089,000

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2026 - 2029 £	
Contact Officer: Jon Clarke					
Various	Various	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 48,066	
Various	Various	Various	Scrub Clearance and Maintenance	£ 32,000	
Various	Various	Various	Improving access to the ROW Network	£ 30,000	
					£ 110,066

Huntingdonshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2026 - 2029 £
Contact Officer: Josh Rutherford					
B660	Holme	Long Drove	Between Holme and Ramsey St Mary - 3 sections	Carriageway resurface/recon	£ 959,558
B1095	Farcet	Milk and Water Drove	2 sections Nr 8 Roods & Wrights Drove	Carriageway resurface/recon	£ 870,000

£ 1,829,558

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2026 - 2029 £
Contact Officer: Jon Clarke				
Various	Various	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 36,000
Various	Various	Various	Scrub Clearance and Maintenance	£ 48,766
Various	Various	Various	Improving access to the ROW Network	£ 40,333

£ 125,099

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South Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2026 - 2029 £
Contact Officer: Josh Rutherford					
C232	Fulbourne	Station Road	From bend to level crossing	Footway resurfacing	£ 190,000
Unc	Barton	Kings Grove		Footway resurfacing	£ 170,000
A603	Barton	Cambridge Road	From layby past B1046 junc	Carriageway resurfacing	£ 290,000
B1050	Willingham	Earith Road	From Caravan Pk to village	Carriageway resurfacing	£ 558,000
A1301	Great Shelford	Tunwells Lane/High Green	From Grahams Road to traffic signals junc	Carriageway resurfacing	£ 351,000
A505	Pampisford	Causeway	From Pampisford junc to joint nr Babraham junc	Carriageway resurfacing	£ 470,000
					£ 2,029,000

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2026 - 2029 £
Contact Officer: Gareth Guest					
B1050	Longstanton	Hattons Road	Hattons Road	Bridge recon	£ 100,000
					£ 100,000

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2026 - 2029 £
Contact Officer: Jon Clarke				
FP15	Fulbourn	FP15	Scrub clearance along sides	£ 9,000
BR 8	Graveley	BR 8	Clear scrub alongside edges	£ 7,000
BR 20	Linton	BR 20	Continuation of surface improvements	£ 20,000
BR 8	Longstanton	BR 8	Level ruts and build up compressions over 700 metre length using 400 tonne of material	£ 30,000
BR 10	Melbourn	BR 10	Repair 800m of surface by importing material	£ 20,000
				£ 86,000

Countywide Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Works	Budget 2026 - 2029 £
Contact Officer: Jon Clarke	
Countywide capitalised road patching	£ 2,474,312
Locally determined minor capital schemes	£ 1,546,785
Countywide Surface Treatment programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£ 6,556,524
Preparation for surface treatment schemes, as above	£ 1,726,398
Additional surface treatment programme - Schemes being identified	£ 5,802,808
Countywide Retread programme - Schemes being developed	£ 2,855,600
Countywide safety fence renewals - programme for future years to be developed from latest condition inspections	£ 1,200,000
Countywide footway slurry seal programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£ 1,500,000
Additional footway slurry sealing programme - Future schemes being identified	£ 6,000,000
Additional carriageway resurfacing programme - Future schemes being identified	£ 1,464,000
Additional footway resurfacing/reconstruction programme - Schemes for future years to be confirmed	£ 6,000,000
Weed Removal to prevent Flooding and improve road channel conditions	£ -
Additional footway patching	£ -
Cycle Routes general enhancement maintenance - side verge, markings, signage, overhanging vegetation	£ -
Soil Roads - signs, marker posts, minor maintenance	£ -
Contact Officer: Josh Rutherford / Barry Wylie	
Drainage Improvements - Schemes listed under District/City areas. Schemes being designed or under development for later years.	£ 3,000,000
Survey, Investigation and design for schemes	£ 960,000
	£ 41,086,426

A1307 De Trunk Improvement Fund

Works	Budget 2026 - 2029 £
Contact Officer: Jon Munslow	
Annual maintenance requirement - inc emergencies, winter maintenance, routine gully emptying, signs and road markings, etc	£ 367,000
	£ 367,000

Rights of Way

Maintaining the Rights of Way network

Works	Budget 2026 - 2029 £
Contact Officer: Gareth Guest / Jon Clarke	
Fund to repair, replace and upgrade bridges as a result of inspections	£ 243,162
Signage as a result of Definitive map changes	£ 4,500
	£ 247,662

Bridge Strengthening

Works	Budget 2026 - 2029 £
Contact Officer: Gareth Guest	
Design for future years schemes & capitalised minor improvements	£ 5,575,402
	£ 5,575,402

Traffic Signal Replacement

Works	Budget 2026 - 2029 £
Contact Officer: Richard Ling	
Design for future years schemes	£ 60,000
Signalised crossing/junction upgrades for future years to be confirmed	£ 2,044,673
	£ 2,104,673

Smarter Travel Management - Traffic Management Centre

The Traffic Management Centre(TMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.

Works	Budget 2026 - 2029 £
Contact Officer: Sonia Hansen	
Expand our existing Intelligent Transport Systems to provide further integration in delivering transport information to the public and our partners. Provide new facilities into the TMC including additional CCTV coverage and other technology to better inform the public on our highway network conditions	£ 500,241
	£ 500,241

Additional Investment 2024/25 and 2025/26

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Note: Actual schemes to be delivered will be selected from the schemes listed where accurate work costs have yet to be obtained, therefore not all schemes on this list may be delivered.

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Additional Investment 2024/25

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Preventative and Planned Carriageway Maintenance and Improvements - **Total**

budget £6,350,000

Location	From	To	Estimated cost (£)
Pre patching - various locations			£ 500,000
A10 Cambridge Road, Ely			
C264 Gravel Pit Road, Thriplow			
C231 Brinkley Road, Carlton			
C267 May Street, Gt Chishill			
Royston Road, Litlington			
B1050 Colne Road, Earith			
St Marks Road, Gorefield			
Chestnut Crescent, Whittlesey			
Hawthorn Drive, Whittlesey			
Commons Road, Whittlesey			
King Street, Wimblington			
Fenland Close, Wimblington			
Orchard Way, Wimblington			
Horseshoes Lane, Weston Green			
Melvin Way, Histon			
Payton Way, Waterbeach			
Providence Way, Waterbeach			
Spurgeons Avenue, Waterbeach			
C95 Church Street, Stilton			
C91 Main Street, Yaxley			
Laburnum Avenue, Yaxley			
C90 Dovecote Lane, Yaxley			
C89 Church Street, Yaxley			
Additional Micro asphalt programme			£ 400,000
Sweetings Road, Godmanchester			
Porch Close, Godmanchester			
Devanna Close, Godmanchester			
Sears Close, Godmanchester			
Parcell Walk, Godmanchester			
Miller Close, Godmanchester			
Middlemiss View, Godmanchester			

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Fishers Way, Godmanchester
 Cob Place, Godmanchester
 Bluegate, Godmanchester
 Malecoff, Godmanchester
 Hudpol, Godmanchester
 Pinder Close, Godmanchester
 Holmehill, Godmanchester
 Ferndown Drive, Godmanchester
 Golden Rod, Godmanchester
 Bergamont Close, Godmanchester
 Crowhill, Godmanchester
 Thickwillow, Godmanchester
 Grainger Avenue, Godmanchester
 Brick Kilns, Godmanchester
 Buttermel Close, Godmanchester
 Littlefield Close, Godmanchester
 Hayling Close, Godmanchester
 Bayliss, Godmanchester
 Bramley Grove, Bluntisham
 Frogs Hill, Bluntisham
 Megs Close, Bluntisham
 St Marys Road, Bluntisham
 Orchard End, Bluntisham

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Additional resurfacing and reconstruction schemes for consideration

Garden Lane, Wisbech St Mary			£	400,000
Great Fen and Prior Fen, Upware			£	400,000
B1101 Elm Road, March	Flagrass Hill	Railway Station	£	230,000
A605 Eastrea Road, Whittlesey	Cemetery Road roundabout	New development roundabout at Guildenburgh	£	340,000
Tennis Court Road, Cambridge	All Road		£	310,000
Stuntney Causeway, Stuntney	From A142	village	£	190,000
A1101 Leverington Road, Wisbech	West End	Dowgate	£	490,000
Redmore Lane/Redmore Bank, Elm	A47	FridayBridge	£	1,300,000
B1514 Thrapston Road, Brampton	Race course	Church Road	£	860,000
B1514 Church Rd/Buckden Rd, Brampton	Thrapston Rd	roundabout/signals	£	340,000
Needingworth Rd, St Ives	A1123		£	470,000

Mill Rd/Church St, Wistow	£	210,000
High St/Ely Rd, Milton	£	150,000
Wimpole Park Road, Orwell/Wimpole	£	200,000
Balsham Road, Linton	£	170,000

Improvements to Soil Affected Roads - Total budget £5,000,000

Location	From	To	Estimated cost (£)
A605 Coates	March Road	Coates Road	
A1123 Hill Row Causeway	Haddenham	Earith Bridge	
A603 Cambridge Road	Wimpole		
C134 Padnal Bank	Queen Adelaide	Length	
Padgetts Road Christchurch			
B1050 Shelfords Road	Earith Bridge	Layby	
B1049 Twenty Pence Road	Wilburton	Cottenham	
B1042 Lower Road Croydon	LHO to advise		
B1104 Prickwillow Road Isleham	LHO to advise		

Preventative and Planned Footways Maintenance and Improvement - Total budget £1,500,000

Location	From	To	Estimated cost (£)
Market Street, Cambridge			£ 350,000
High Street, Huntingdon			£ 520,000
Circus Drive, Graham Rd, Topper St, Orchard Park			£ 200,000
Chequers Court, Huntingdon			£ 150,000
Crown Street, St Ives			tbc

Preventative and Planned Cycleways Maintenance and Improvement inc on Cway - Total budget £1,000,000

Location	From	To	Estimated cost (£)
B1101 Elm Road, March - c'w resurface (cycle lane extents 1.5m each side)	Flagrass Hill	Railway Station	£ 176,000
A605 Eastrea Road, Wittlesey - c'w resurface (cycle lane extents 1.5m each side)	Cemetery Road roundabout	New development roundabout at Guildenburgh	£ 220,000

Further cycleway schemes under development

Road Marking and Signage Improvements for network safety - **Total budget**

£1,500,000

Location	From	To	Estimated cost (£)
Cambridge, East Road	Newmarket Road	Mill Road	£
Mill Road, Little Paxton	New Street		£
Mill Road, St Neots	Huntingdon Road	New Street	£
Meadow Road, Great Gransden	Village boundary	B1046 crossroads	£
Gr Gransden Road, Abbotsley	B1046 crossroad	High Street	£
Great North Road, Eaton Socon	Howard Road	A1 roundabout	£
Cromwell Road, St Neots	Cambridge Street	Barford Road	£
Great North Road, Eaton Ford	St Neots Road	Crosshall Road	£
Church Road, Stilton	outside school		£
Brookside, Huntingdon			£
Graveley Way, Hilton			£
West Street, Godmanchester	West Street, B1043	Village boundary sign	£
Sapley Road, Kings Ripton Huntingdon	A141	Kings Ripton crossroad	£
Hartford Road, Huntingdon	Nursery Road	No 164	£
Barford Road, Eynesbury	A428	One leisure	£
Mill Road, Buckden	High Street	End of village	£
High Barns, Ely	Kings Avenue	school end	£
Yarwells Headland, Whittlesey	jnt West Delph		£
Stonald Road, Whittlesey	jnt Bassenhally Road		£
East Delph, Whittlesey	jnt West Delph		£
West End, Whittlesey	O/S 36a		£
Lynn Road, Ely	nr Lynton Drive		£
High Street, Cottenham	o/s fire station		£
Glebe Way/Water Lane, Impington	box jnt on Glebe Way		£
Leafere Way, Leverington	jnt markings		£
Potton Road, Abbotsley	jnt markings		£
School Lane, Coveney	jnt with Main Street		£
Way Head Drove, Coveney	as you leave village	dragons teeth/30 roundel	£
Wilburton Road, Haddenham	jnt New Road		£
Wilburton Road, Haddenham	roundels/dragons teeth		£
Glebe Way, Haddenham	jnt Hill Row		£
Linden Way, Haddenham	jnt Frioze End		£

Froize End, Haddenham			£
Churchill Close, Sutton			£
Brick Lane, Mepal			£
Rectory Fields			£
High Street, Willingham			£
Little Meadow, Bar Hill			£
Telegraph Street, Cottenham			£
B1050, Willingham			£
The Green, Histon			£
Station Road, Histon			£
Glebe Way, Histon			£
B1050 Station Road, Willingham			£
Twentypence Road, Cottenham			£
Harland Road, St Neots			£
The Crescent, St Neots			£
Lerowe Road, Wisbech			£
The Warren, Witchford			£
Melbourne Ave, March			£
Red Lion Lane, Sutton			£
Aliwal Road, Whittlesey			£
High Street, West Wrating			£
The Common, West Wrating			£
The Common, West Wrating			£
Dean Road, Bartlow			£
Honey Hill, West Wrating			£
High Street, West Wrating			£
Mill Road, West Wrating			£
Balsham Road, West Wickham			£
Burton End, West Wickham			£
Ely Road, Milton			£
Ely Road, Milton			£
Ely Road, Milton			£
Ely Road, Milton			£
A1307 Horseheath			£
High Street, Linton			£
	jnt Linden End		£
	jnt with Ely Road B1381		£
	jnt Sutton Road		£
	jnt Sutton Road		£
	zebra crossing		£
	jnt Saxon Way		£
	jnt Denmark Road		£
	Earith roundabout		£
	pedestrian crossing		£
	Chivers Way (vision park)		£
	crossroads		£
	crossroads		£
	2 x speed bumps		£
	jnt The Crescent		£
	jnt Huntingdon Road		£
			£
	jnt Bedwell Hay Lane		£
	jnt A141		£
	where road narrows	No entry faded	£
	jnt Station Road		£
	jnt Bull Lane		£
	Burton End		£
	Common Road		£
	Camps Road		£
	Viking Close		£
	Hayter Close		£
	Padock Road		£
	High Street		£
	Maypole Croft		£
	North Lodge Park		£
	High Street	2 x jnts	£
	Jnt Milton Hall		£
	Fen Road		£
	Butt Lane		£
	Cardinals Green		£
	outside co-op	loading bays	£

High Street, Fen Ditton	Church Street		£
Houghton Road, St Ives	Hill Rise	St Audreys Lane	£
Newmarket Road, Stow-cum-quy	roundabout		£
East Street, St Ives	outside The Welcome	pedestrian crossing	£
Wennington Road, Abbots Ripton	outside school		£
Constable Road, St Ives	Marley ROad		£
Waveney Road, St Ives	Marley ROad		£
Cambridge Road, Eltisley	A428	Potton End	£
St Neots Road, Eltisley	Cambridge Road/Potton ENd		£
Potton End, Eltisley	either side of bend		£
Old North Road, Bassingbourn	north end of 30mph limit		£
Church Close, Coveney	jnt Main Street		£
New Road, Mepal	jnt High Street		£
High Street, Mepal	Jnt Bridge Road/School Lane		£
Badgeney Road, March	jnt Elwyn Road		£
Matthew Wren Close, Little Downham	jnt Cannon Street		£
Cannon Street, Little Downham	jnt Church Way		£
Brickkiln Lane, Little Downham	jnt Lawn Lane		£
Meadow Lane, Earith	jnt Cooks Lane		£
High Street, Wilburton	by Carpond Lane		£
High Street, March	ped crossing outside museum		£
Meadow Lane, St Ives	roundabout with Harrison Way		£
Hop Row, Haddenahm	ped crossing		£
Downham Common, Little Downham	entrance to village		£
Manor Road, Hemmingford Grey	Hemingford pavillion entrance	corner cottage	£
Marsh Lane, Hemingford Grey	jnt with A1096 London Road		£
Rummers Lane, Wisbech St Mary			£
Horsefair Car Park entrance, Wisbech			£
Aventurers Drove, Little Downham	jnt West Moor Common		£
Lynn Road, Wisbech	nr quick fit		£
Elm High Road, Wisbech	box junction		£
Money Bank, Wisbech			£
Wheelers Way, Little Eversden	jnt high Street		£
Finch's Field, Little Eversden	jnt high Street		£
High Street, Little Eversden	jnt Harlton Road		£

Haslingfield Road, Haslingfield	edge of village	start of Harston Road	£
Harston Road, Haslingfield	Haslingfield Road	High Street	£
Chequer Street, Fenstanton	Honey Hill	Church Lane	£
Elm Road, Wisbech			£
Lynn Road, Wisbech			£
Berristead Close, Wilburton	jnt Station Road		£
Broadway, Wilburton	jnt Station Road		£
Chalk Road, Gorefield			£
Station Road, Manea	route length	centre lines/roundels/school	£
Station Road, Manea	jnt Wisbech Road		£
Station Road, Manea	jnt East Street		£
Station Road, Manea	jnt Orchard Way		£
Station Road, Manea	jnt Park Road		£
High Street, Manea	jnt Edwards Way		£
High Street, Manea	route length centre lines		£
Westfield Road, Manea	route length centre lines		£
Westfield Road, Manea	jnt Fallow Corner Drove		£
Mariners Way, Cambridge	jnt Logans Way		£
St Marys Street, Ely	surgery entrance		£
Silver Street, Ely	St Marys Street		£
Downham Road, Ely	St Marys Street		£
St Marys Street, Ely	car park entrance		£
Chapel Street, Ely	Lynn Road		£
Fairfax Court, Ely	Downham Road		£
Preists Meadow Court, Ely	Downham Road		£
Upherds Lane, Ely	Downham Road		£
Merlin Drive, Ely	Downham Road		£
Downham Road, Ely	college entrance		£
Dovehouse Close, Ely	Back Hill		£
Station Road, Ely	station car park entry		£
Angel Square, Ely	roundabout		£
	mini roundabout at Barton		
Back Hill, Ely	Road		£
The Gallery, Ely	Silver Street		£
Barton Road, Ely	The Kings School - scool zig zags		£

Parade Lane, Ely	Barton Road - no entry	£
The Paddocks, Ely	Lynn Road	£
Deacons Lane, Ely	Lynn Road	£
Lynton Drive, Ely	outside 94 - zebra crossing	£
Lynn Road, Ely	Cam Drive roundabout	£
Kings Avenue, Ely	Lynn Road	£
West Fen Road, Ely	Columbine Road r/about	£
West Fen Road, Ely	Breresford Road - r/about	£
Dunstan Street, Ely	West Fen Road	£
St Olvins Green, Ely	West Fen Road	£
Mayfield Close, Ely	West Fen Road	£
Hills Lane, Ely	West Fen Road	£
Trinity Close, Ely	West Fen Road	£
West Fen Road, Ely	Downham Road	£
Chiefs Street, Ely	West Fen Road	£
Brays Lane, Ely	waitrose car park entrance	£
Archery Crescent, Ely	Brays Lane	£
St Martins Walk, Ely	Brays Lane	£
Brays Lane, Ely	Prickwillow Road	£
Private Road entrance, Ely	47 Prickwillow Road	£
Lisle Lane, Ely, residents car park entry	Lisle Lane	£
Church Lane, Ely	St Marys Street	£
West End, Ely	parking bays	£
Larkfield Road, Ely	High Barns	£
New Barns Avenue, Ely	New Barns Avenue	£
High Barns, Ely	High Barns	£
High Barns, Ely	outside school	£
The Crescent, Littleport	Ely Road	£
Millfield, Ely	Ely Road	£
Ely Road, Littleport	Highfield Drive	£
High Street, Littleport	Crown Lane /Church Street	£
Main Street, Littleport	Victoria Street	£
White Hart Lane, Littleport	Station Road	£
Quay Hill, Littleport	Station Road	£

Drainage System Capacity Improvements to reduce road flooding - **Total**
budget £2,000,000

Location	From	To	Estimated cost (£)
Station Road Dullingham	Station Rd	Railway crossing	£ 25,000
The Lanes Great Wilbraham			£ 40,000
Fox Covert Stilton	No 16 Fox Covert		£ 5,000
Mill Lane Stetchworth	Mill Lane		£ 10,000
River Lane Gt Paxton	River Lane		£ 28,600
1,189 gullies either broken/cracked/missing or stuck (approx 298 days)	Various	Various	£ 222,937
Flood gates - Earith	Earith		£ 4,000
Flood gates - Sutton Gault	Sutton Gault		£ 4,000
Flood gates Welney Wash	Welney		£ 4,000
Flood gates Whittlesey Wash	Whittlesey		£ 4,000
Hinxton Ford			£ 4,000
River Kym	Great Staughton		£ 4,000
Hail Weston Ford	A1 junction	Hail Weston	£ 4,000
Alconbury Ford			£ 4,000
Little Paxton	Mill Lane		£ 4,000
Rectory Lane, Southoe	Rectory Lane		£ 3,000
Construction of those schemes currently identified in Capital programme for investigation/design only			£ 1,500,000
New schemes to investigate/design			
Manor Drive, Fenstanton - collapsed brick pipe/culvert	Nr Chequer St		
Sydney Street, Cambridge - replace damaged ACO drain			
Trinity Street, Cambridge - replace damaged ACO drain			

Public rights of Way Improvements to support active travel and leisure access to nature - **Total budget £250,000**

Location	From	To	Estimated cost (£)
Steeple Morden Public Byway 21 (Ashwell Stret) remove bunding and install barrier, clear scrub through County Wildlife to restore chalk grassland.	Sept	Mar	£ 25,000
Roman Road - Babraham BY 12 & Stapleford BY 12 clear scrub and repair surface using virgin chalk	Sept	Mar	£ 30,000
Roman Road - Little Abington BY 4 and Balsham Byway 4 remove scrub to establish chalk grassland	Sept	Mar	£ 15,000
Balsham FP 1 (Fleam Dyke) remove tree root trip hazards and preventing surface vegetation cutting	Sept	Mar	£ 10,000
Fen Drayton FP 4 install approximately 200 metres of boardwalk (of 400 metres) where flood bank has been eroded. Include accesible passing places.	Sept	Mar	£ 45,000
Linton BR 20 (Rivey Lane) create active travel crossing by removing steps (to create accesible access to estates) and building ramp at crossover with Chalklands and Rivey Close	Aug	Mar	£ 35,000
Reach FP 10, Burwell FP 40, Swaffham Prior FP 5, Stetchworth FP 18 & 2, Woodditton FP 1 (Devil's Ditch - Reach to Stetchworth) feasablity to clear scrub, treat stumps and control of badgers on Devils Ditch from Reach to Stetchworth to improve pedestrian access	April	Mar	£ 15,000
Grafham BY 2, Ellington BY 1 & Easton BY 7 (Hartham Stret) manage verge scrub through County Wildlife Site clearing underneath overhead power cables to create soft vegetation glades	Sept	Mar	£ 20,000
Downham footpaths 19 & 20: Replace 2 x 10m span missing footbridges plus 3 x smaller missing footbridges / culverts	April	March	£ 80,000
Fordham Footpath 17: Replace missing footbridge	April	March	£ 15,000
Fen Rivers Way: Improve accessibility and ongoing maintenance through replacing Kissing gates and repairing surface where necessary	March	Sept	£ 40,000
Install 50 destination signs and post on PRoW in Huntingdonshire	Jun	Mar	£ 15,000
Improving access by removing stiles and inaccessible gates on PRoW in Huntingdonshire	Jun	Mar	£ 15,000
Replacing end of life short bridges in Huntingdonshire x 4	May	Mar	£ 20,000
Ouse Valley Way - clearing scrub and overhanging vegetation via a combination of machine and manual labour	Sept	Mar	£ 12,000

Replacement of old footbridges.

£ 30,000

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Traffic Signal Technology Improvement - Total budget £1,000,000

Location	District	Parish	Estimated cost (£)
Design work for year 1	County	County	£ 25,000
Various	County	County	£ 100,000
Mill Lane/New Street/The Common, junction refurbishment	Fenland	St Neots	£ 150,000
Ermine Street/Church Lane/North Lodge Drive junction refurbishment	Fenland	Papworth Everard	£ 170,000
Ring Road near Cowper Road, junction refurbishment	Hunts	Huntingdon	£ 160,000
Orchard Street near Gracious Street, Toucan crossing refurbishment	Fenland	Whittlesey	£ 47,000
Dry Drayton/Water Lane/Cambridge Road, junction refurbishment	South	Oakington	£ 150,000
Design work for year 2	County	County	£ 60,000
Variable Message Signs (VMS), upgrade obsolete equipment.	County	County	£ 793,000
Bus Lane enforcement camera, replace end of life equipment to support income	Cambridge	Cambridge	£ 150,000
St John's St, Cambridge, replace obsolete Automatic Access Control Bollards	Cambridge	Cambridge	£ 80,000

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Structures Maintenance - **Total budget £1,000,000**

Location	From	To	Estimated cost (£)
St Ives Flood Arches - brickworks repairs	Apr-24	Sep-24	£ 300,000
Jesus Green FB, Cambridge structural repairs	24-Oct	24-Dec	£ 200,000
St Ives/Mepal Viaduct kerb drainage and concrete refurb	24-Sep	25-Mar	£ 400,000
Burwell High bridge replacement structure - design preliminary works	24-Apr	25-Mar	£ 100,000

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Enabling Resources and Intelligence - external expertise/ data etc. - **Total budget**

£400,000

Location	From	To	Estimated cost (£)
Sign inventory based on new survey 100% to go into new AM system			£ 100,000
Additional cost to make Gaist survey 100% (as currently only about 25% U roads)			£ 75,000
Enhanced Footway FNS to demonstrate performance - plus trail a new footway survey sample			£ 75,000
ROW hierarchy conditon/inventory survey			£ 50,000
Kaarbontech - drainage data amalgamation			£ 50,000
contingency			£ 50,000

Reserves

Verge/Village plans updates following development

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Additional Investment 2025/26

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Preventative and Planned Carriageway Maintenance and Improvements - **Total**
budget £8,550,000

Location	From	To	Estimated cost (£)
Additional surface treatment programme			£ 2,000,000
B1165 High Rd, Tydd St Giles			
A10 Cambridge Road, Ely			
B1098 Sixteen Foot Bank, Christchurch			
C154 Pools Road, Wilburton			
C71 Burnthouse Road, Turves			
B93 Bullock Road, Elton			
Horseheath Green, Horseheath			
C97 Washingley Lane, Folksworth			
C264 Gravel Pit Road, Thriplow			
C231 Brinkley Rd, Carlton			
C267 May Street, Gt Chishill			
Royston Road, Litlington			
B1050 Colne Road, Earith			
St Marks Rd, Gorefield			
Hawthorn Drive, Whittlesey			
Chestnut Crescent, Whittelsey			
Commons Road, Whittlesey			
Belmans Grove, Whittlesey			
Mountbatten Way, Whittlesey			
Windsor Place, Whittlesey			
St Andrews Place, Whittlesey			
King Street, Wimblington			
Fenland Close, Wimblington			
Orchard Way, Wimblington			
Spirngfield Close, Buckden			
The Osiers, Buckden			
Horseshoes Lane, Weston Green			

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Melvin Way, Histon
 Payton Way, Waterbeach
 Providence Way, Waterbeach

Additional resurfacing and reconstruction schemes for consideration

Stocking Drove, Chatteris		£ 400,000
New Long Drove, Holme		£ 400,000
Northampton Street, Cambridge	All Road	£ 250,000
Trinity Lane, Cambridge		£ 200,000
Stretham Road, Wicken	Upware Junction	£ 100,000
Queen Adelaide Way, Ely		£ 630,000
Ely Road, Prickwillow		£ 470,000
Floods Ferry Rd/Knights End Road, March		£ 980,000
Coates Rd/March Rd, Coates		£ 350,000
Whittlesey Road, March		£ 1,000,000
Fodder Fen Road, Manea		£ 350,000
Chatteris Road, Sommersham		£ 750,000
Potton Road, Fenstanton		£ 140,000
Rideaway, Hemingford Abbots		£ 250,000
Buckden Road, Brampton	Under A1 bridge	£ 40,000
Ely Road, Milton		£ 460,000
London Road, Hauxton		£ 350,000
Newmarket Road, Great Abingdon		£ 400,000

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**Preventative and Planned Footways Maintenance and Improvement - Total
 budget £2,000,000**

Location	From	To	Estimated cost (£)
Additional Slurry sealing programme - sites to be identified from latest condition data			£ 500,000
High Street, March	After FHSF scheme		tbc
High Street, St Neots	After FHSF scheme		tbc
Trinity Lane, Cambridge	Trinity St		tbc
High Active Travel routes to be identified from new hierarchy			

Preventative and Planned Cycleways Maintenance and Improvement inc on Cway - **Total budget £2,000,000**

Location	From	To	Estimated cost (£)
High Active Travel routes to be identified from new hierarchy			£ 2,000,000

Road Marking and Signage Improvements for network safety - **Total budget £1,000,000**

Location	From	To	Estimated cost (£)
Dedicated resource required to identify priority sites during year1			

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Drainage System Capacity Improvements to reduce road flooding - **Total**
budget **£3,000,000**

Location	From	To	Estimated cost (£)
Construction of those schemes currently identified in Capital programme for investigation/design only			£ 3,000,000

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Public rights of Way Improvements to support active travel and leisure access to nature - **Total budget £750,000**

Location	From	To	Estimated cost (£)
Fen Drayton FP 4 install approximately 200 metres of boardwalk (of 400 metres) where flood bank has been eroded. Include access passing places and viewing platform	Sept	Mar	£ 60,000
Cambridge Public Bridleway 30 - active travel link to Huntingdon Road and link to	Apr	Mar	£ 80,000
Balsham BY 3 to Weston Colville BY 3 (Fox Lane) (approximately 3 kilometres) im	Feb	Mar	£ 35,000
Rings End Pocket Park active travel link Guyhirn to March link	Sept	Mar	£ 120,000
Reach FP 10, Burwell FP 40, Swaffham Prior FP 5, Stetchworth FP 18 & 2, Woodditton FP 1 (Reach to Stetchworth) remove scrub and treat stumps on Devils Ditch	Sept	Mar	£ 60,000
Manage badger sett on Devils Ditch thats undermining Public Footpath	Nov	Nov	£ 20,000
Balsham FP 1 (Fleam Dyke) remove tree root trip hazards and preventing surface vegetation cutting. Repair surface with imported virgin chalk.	Sept	Mar	£ 30,000
Willingham BY 9 (Aldreth Causeway) replace three sets of barriers to prevent ant	Apr	Mar	£ 40,000
Willingham BY 9 (Aldreth Causeway) remove scrub to restore soft vegetation ver	Sept	Mar	£ 15,000
Elm Footpath 12: Replace 10m wide missing footbridge	Sept	March	£ 30,000
Manage badger sett on Elm FP 12 thats undermining Public Footpath	June	Sept	£ 20,000
Downham Footpath 14: replace 15m wide missing footbridge	Sept	March	£ 30,000
Improving access by removing stiles and inaccessible gates on PRoW in Huntingdonshire	Apr	Mar	£ 30,000
Replacing end of life short bridges in Huntingdonshire x 6	April	Mar	£ 30,000
Catworth - replace stiles with gates and 3 x bridges at end of life	April	Mar	£ 40,000
March Byway 30: 1.7km Byway on Fenland soil. Subject to significant surface damage. Encroaching scrub clearance, assess most effective way to repair surface and deliver. Consider ongoing protection through a seasonal TRO	April	Sept	£ 30,000
Soham Byway 92: Address darinage issues and reprofile Byway surface	April	Sept	£ 15,000
Stretham Byway 13: Clear back encroaching vegetation, repair significant rutting with recycled road planings	sept	Nov	£ 15,000

Downham Footpath 11: replace 9m wide missing footbridge	Sept	March	£	30,000
Halingway vegetation management - clearing brambles, hawthorne and ivy	sept	Mar	£	25,000
Haddenham FP 23, Wilburton FP 12 & 13, Stretham FP 15, 16 & 17, Little Thetford Fp 6 & 7: Ouse Valley Way from Earith to link up with Fen Rivers Way at Fish & Duck Marina: improve accessibility and ongoing maintenance through replacing stiles / kissing gates and repairing surface where appropriate	April	sept	£	30,000
Restricted width Urban Footpaths in Soham, including Soham FP 45, 53, 102: Significant clearance of encroaching vegetation improvement to surface where required	sept	March	£	10,000
All Byways with Seasonal TROs in East Cambs and Fenland: Ensure all gates and restricted access points are BS5709 compliant. Scrub clearance around access points, creating legal minimum width gaps where required, ensuring safe level ground for access	April	March	£	60,000

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Traffic Signal Technology Improvement - Total budget £1,500,000

Location	District	Parish	Estimated cost (£)	
Ramsey Road near Elm Drive, Toucan crossing refurbishment	Hunts	St Ives	£	47,000
Ramsey Road near Edinburgh Drive, Puffin crossing refurbishment	Hunts	St Ives	£	47,000
New Road, Puffin crossing refurbishment	Fenland	Chatteris	£	47,000
Kings Ripton Road near St Peters Road, Toucan crossing refurbishment	Hunts	Huntingdon	£	47,000
Parkside/Clarendon Street, junction refurbishment	City	Cambridge	£	120,000
Churchill Road/Norwich Road, junction refurbishment	Fenland	Wisbech	£	170,000
London Road/Brunell Drive, junction refurbishment	Hunts	Yaxley	£	100,000
Trumpington High Street/Church Lane, junction refurbishment	City	Cambridge	£	100,000
Lynn Road/Walton Road, junction refurbishment	Fenland	Wisbech	£	170,000
Jesus Lane/Malcolm Street, junction refurbishment/signal removal	City	Cambridge	£	50,000
Grange Road/Adams Road, junction refurbishment	City	Cambridge	£	150,000
Newmarket Road/Church Road, junction refurbishment	South	Stow-cum-quy	£	100,000
Wimblington Road near Church Street, Toucan crossing refurbishment	Fenland	March	£	55,000
Trumpington Road near Newton Road, Puffin crossing refurbishment	City	Cambridge	£	50,000
Perne Road near Cherry Hinton Road, Toucan crossing refurbishment	City	Cambridge	£	50,000

Structures Maintenance - **Total budget £1,000,000**

Location	From	To	Estimated cost (£)
Burwell High bridge replacement structure	25-Apr	26-Mar	£ 1,000,000

DRAFT

Enabling Resources and Intelligence - external expertise/ data etc. - **Total**
budget £200,000

Location	From	To	Estimated cost (£)
Additional cost to make Gaist survey 100% (as currently only about 25% U roads)			£ 75,000
Road Marking survey at end of year 2			£ 50,000
ROW hierarchy conditon/inventory survey			£ 50,000
Contingency			£ 25,000

DRAFT

Examples of Highway Maintenance Treatments

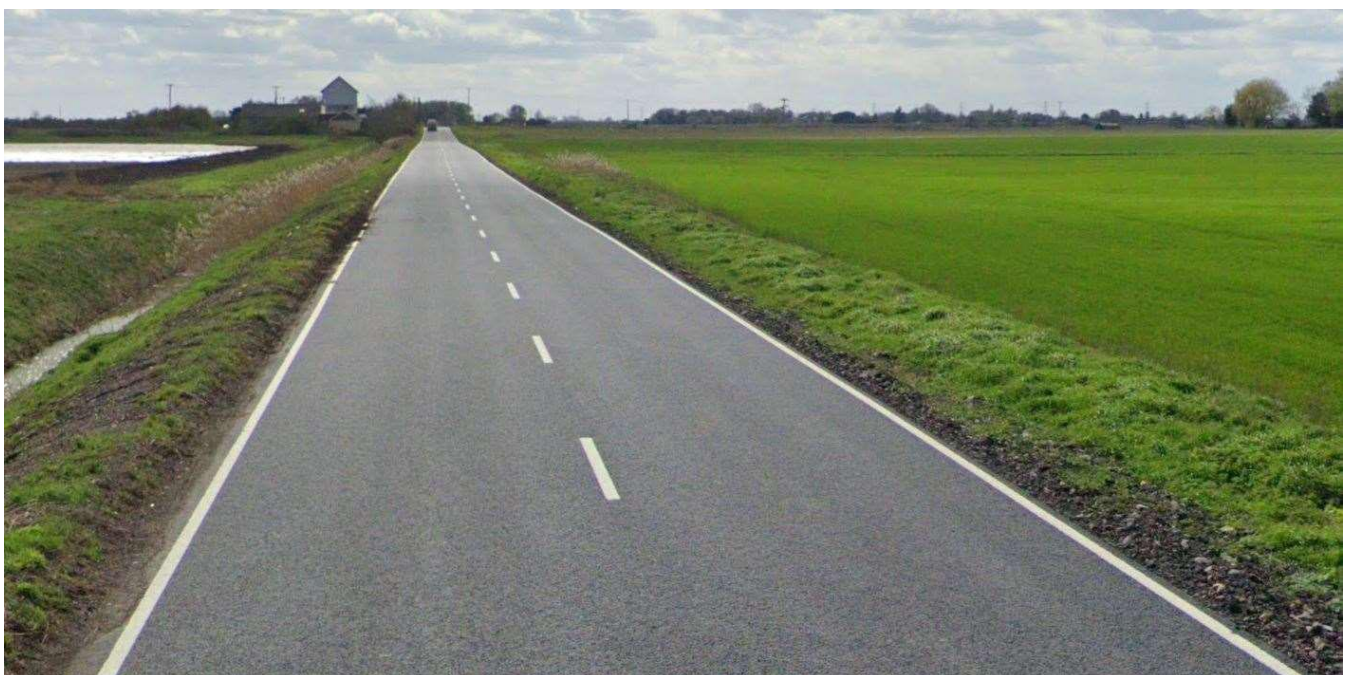
Carriageway recycling on peat soil affected road – before and after photographs

B1382, Queen Adelaide/Littleport in 2022/23– see detailed case study attached at the end of this appendix.

Before



After



Before



During

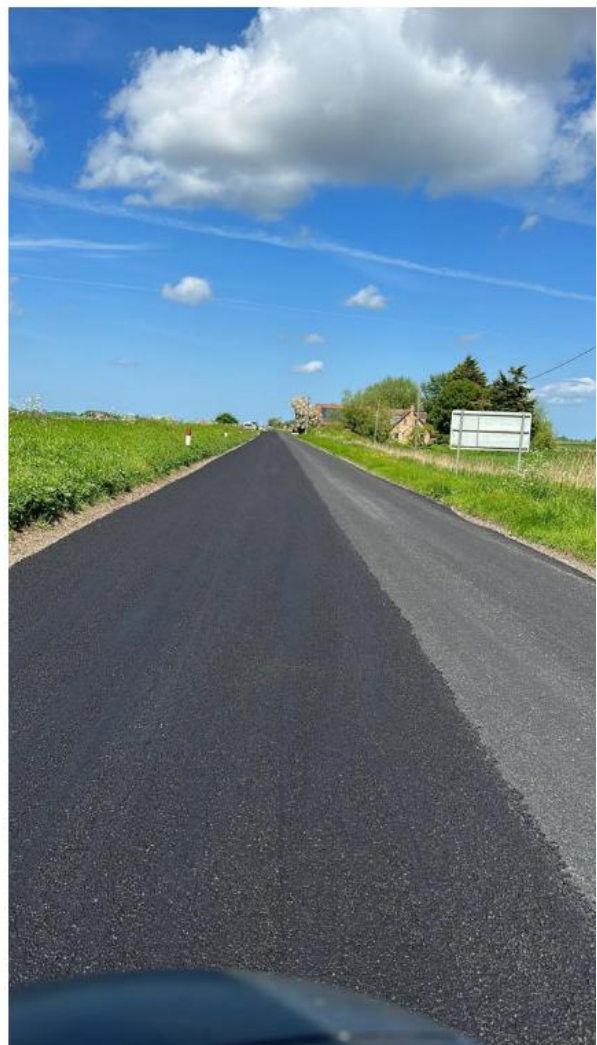


After



Surface treatments – surface dressing and micro asphalt surfacing

The photographs below are of work carried out in Cambridgeshire, showing the two treatments being undertaken, and the results following completion of works.



Completed Surface Dressing – B645 Hail Weston Road, Great Staunton – summer 2023



Completed Micro Surfacing – High Street, Landbeach – 2023/24



Footway improvements 2023-24

Queens Walk, Ramsey – 2023/24 - Resurfacing of a bituminous footway and replacement of an uneven concrete overlaid footway – see detailed case study attached at the end of this appendix.



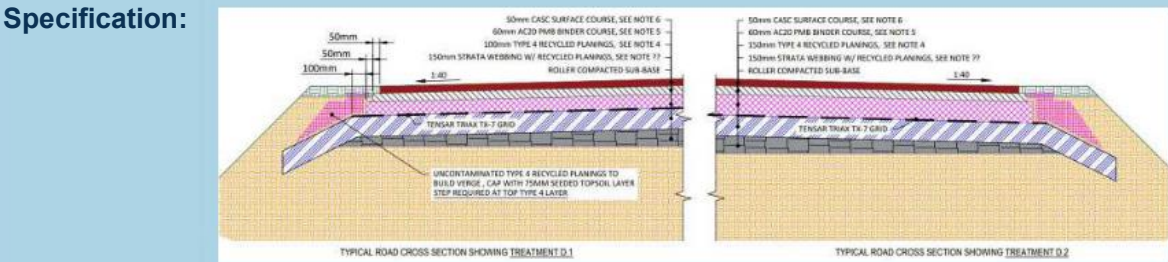


Capitalised Road Patching 2023/24 – locations include: Station Road, Whittlesford / Lode Way, Haddenham / Cromwell Road, Cambridge / Russell Avenue, March



Road reconstruction – B1382 Mile End

Project Type: Major Maintenance – Fenland soils
Parish / District: Queen Adelaide / Littleport, East Cambridgeshire
Location: [B1382 - Google Maps](#)
Total cost: £1,410,000
Duration: 3 months
Area: 13608 m2 using 4450m3 of recycled road planings



- Key deliverables:**
- Asphalt surfacing.
 - Road markings & signs.
 - Reprofilng.
 - Reinforcement / stabilisation grids.
 - Ex-situ recycling.
- Background:**
- The existing construction consisted of conventional asphalt to a depth of approximately 450mm.
 - The road is constructed over fen soil (peat) which is unstable and prone to shrink / swell regularly.
 - The profile of the route was poor, with edge failure and longitudinal undulations.
 - This resulted in significant level changes which needed to be addressed urgently due to the risks the existing profile posed to road users.
 - The area in question is rural / agricultural, with ditches either side of the road causing edge slippage.



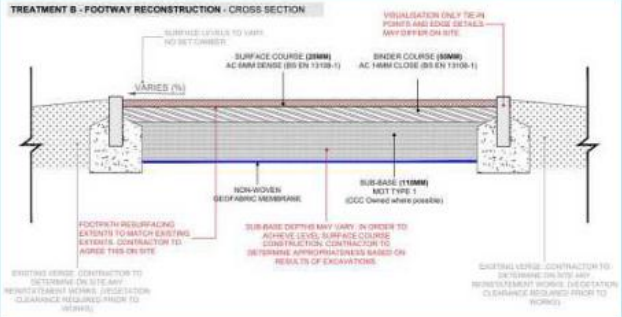
- Solution:**
- The existing road was used as a linear quarry with all the planed off material being recycled into two lower 150mm thick layers as an unbound type 4 material.
 - This equated to 4450m3 of material being recycled instead of imported, meaning considerable cost and carbon savings.
 - Between the 150mm layers *TriAx* stabilisation grids were used to limit movement and reduce deformation.
 - The lower layer of type 4 material was installed in 150mm deep geocells, (*Strataweb*), which extended under the verge on either side of the road to provide greater edge support and reinforcement.
 - Premium grade asphalt binder and surface course laid before leaving site.
 - All work was delivered under a 24/7 road closure in normal working hours.



Footpath improvements - Queens Walk

Project Type: Major Maintenance
Parish / District: Ramsey, Huntingdonshire
Location: ///oval.worth.syndicate
Total cost: £102,600
Delivery dates: 10/11/2023 – 07/12/2023
Area: 530m2

Specification:



Key deliverables:

- **Surface / binder course.**
- **Concrete edging.**
- **Subbase levelling.**
- **Footway widening.**
- **Reprofiling.**

Background:

- The existing construction consisted of a concrete slabbed base, with various asphalt surfaces added in recent years.
- The underlying construction consisted of concrete slabs; previous efforts had been made to patch the impacts of the slabs which had been lifted by buried the tree roots.
- This resulted in significant level changes which needed to be addressed urgently due to the risks the existing profile posed to walkers.
- The area in question has a large elderly population who were unable to use the footpath in its current condition.



EQUALITY IMPACT ASSESSMENT - CCC586834067

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Place and Sustainability	Asset Management	Asset Planning

Your name: Barry Wylie

Your job title: Asset Strategy Planning and Performance Manager

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Asset Management	Asset Planning

Your phone: 07833556793

Your email: barry.wylie@cambridgeshire.gov.uk

Proposal being assessed: Highways Maintenance Capital Programme

Business plan proposal number: Cambridgeshire County Council - 2024/043

Key service delivery objectives and outcomes: The key outcomes will be forward visibility of programmes of highways maintenance capital schemes and programmes of schemes that align with the available funding sources and the Council's business plan and ambitions. A key outcome of the works funded by the additional investment will be a visibly improved highway network and a better experience for road users, customers and residents. For example, work will include significant improvements to road markings, more frequent emptying of roadside drainage gullies and vastly increased programmes of carriageway and footway repairs. The increased investment in carriageway surfacing will be key in maintaining the integrity of the network, arresting deterioration and preventing the formation of potholes. The proposed programmes of work represent the best use of the available capital funds for highways maintenance. This document comprises a forward programme of capital maintenance schemes for the forthcoming 2 years, a priority list of schemes for years 3 to 5 and a list of schemes associated with the additional investment in the highway network of £40m. The programmes will provide clarity and forward visibility of schemes, both for service users and the supply chain. The highway maintenance schemes are assessed for inclusion in the programme based upon the principles of preventative maintenance and minimising whole life costs. Objective condition data has a key role in the scheme selection process.

What is the proposal: An Equality Impact Assessment screening exercise for the Capital Programme was completed on 31 Jan 2021. The principles in the Highway Operational Standards set out its asset management approach for the maintenance of the highways for which it is responsible. This approach is predicated upon a long-term, preventative strategy for highways maintenance which makes best use of the capital funds available to the Authority. Any new or

revised Policy or procedure included in the HOS has had a full EqIA assessment. Recent assessments include: 20mph Policy - Ref CCC428138081 Roadside Memorials - Ref CCC477435032 ROW surface - Ref CCC469824176 No new Policy has been included that will change or affect the principles of the HOS or those included in the previous screening assessment. Individual schemes will be designed and constructed in accordance with current guidance including that associated with facilities for the lesser abled.

What information did you use to assess who would be affected by this proposal?:The following data sets were used when formulating these programmes of work National Highways and Transport (NHT) results. The maintenance hierarchies of roads and footways, which are in part based upon the level of usage and degree of risk. Highway Condition data.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: All users of the highway, including residents of Cambridgeshire and those travelling through the county.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?:Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?:No

What is the significance of the impact on affected persons?:There is no significant impact on affected persons, if anything a positive impact will be made to all users of the highway.

Category of the work being planned: Service

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives. Individual schemes will be designed and constructed in accordance with current guidance including that associated with facilities for the lesser abled.

Disability: The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives. Individual schemes will be designed and constructed in accordance with current guidance including that associated with facilities for the lesser abled.

Gender reassignment:

The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives.

Marriage and civil partnership: The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives.

Pregnancy and maternity: The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives.

Race: The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives.

Religion or belief (including no belief): The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives.

Sex: The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives.

Sexual orientation: The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives.

Socio-economic inequalities: The principles upon which the programmes of schemes are formulated are based upon objective statistics, condition data and whole life costing objectives.

Head of service: David Allatt

Head of service email: david.allatt@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Transport Strategy Action Plans and Integrated Transport Block Funding

To: Highways and Transport Committee

Meeting Date: 5 March 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/016

Executive Summary: This paper outlines the allocation of funding from the Integrated Transport Block of the Local Transport Plan Fund that is passported to the Council from Combined Authority. This enables the delivery of transport projects that support the Combined Authority and Council's objectives. This funding also supports the delivery of local transport strategies and action plans.

The paper notes that several schemes were approved for Integrated Transport Block funding have since been awarded funding from the Active Travel Fund 4. Authority is sought to enter into a Grant Funding Agreement for those schemes.

The report also presents the updated district strategy action plans for Fenland and Huntingdonshire.

The Committee is asked to approve the two action plans and the proposed allocation of funding. This will enable the Council to deliver improvements to the local transport network contributing to the Council's strategic ambitions.

Recommendation: The Committee is recommended to:

- a) Approve the updated transport strategy action plans for Fenland and Huntingdonshire as outlined at Appendix 1 and 2.
- b) Approve the proposed allocation of the Integrated Transport Block funding for 2024-25 subject to the funding being allocated to the County Council by the Cambridgeshire and Peterborough Combined Authority.
- c) Delegate authority to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair of this Committee to re-allocate funding to other schemes up to a value of £500,000.

- d) Delegate authority to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair of this Committee and the Section 151 Officer to enter a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority for the Active Travel Fund 4 programme.

Officer contact:

Name: Cat Rutangye

Post: Funding and Innovation Programme Manager, Transport Strategy and Funding

Email: cathryn.rutangye@Cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

1.1. Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

- The development of district-based transport strategies includes measures to achieve carbon emission reductions by promoting cleaner, more sustainable forms of transport.
- All actions, studies and schemes included in the transport strategy action plans include projects to enable and encourage users to make a switch from private car to active travel or public transport services.

1.2. Ambition 2: Travel across the county is safer and more environmentally sustainable.

- The district-based transport strategies include achieving safer travel in their vision, objectives and policies and align with the [Vision Zero Partnership's](#) strategy.
- The district-based transport strategies include key references to achieving biodiversity net gain and wider environmental challenges within their vision, objectives and policies.
- All actions, studies and schemes included in the transport strategy action plans have been considered against the vision and objectives of the strategy and include projects to improve the safety of all road users within specified studies and schemes.

1.3. Ambition 3: Health inequalities are reduced.

- The district-based transport strategies include improving people's health and wellbeing, as well as improving access to healthcare provision in their vision, objectives and policies. The Strategies promote more active travel by foot or cycle, as well as promoting 'Healthy Streets' and are aligned with the Cambridgeshire and Peterborough Health and Wellbeing Integrated Care Strategy.
- All actions, studies and schemes included in the transport strategy action plans have been considered against the vision and objectives of the strategy. Projects include schemes that improve access to key services such as healthcare provision, and enables and encourages users to make a switch from private car to active travel. Policies include consideration of active travel in all schemes, as well as promoting Healthy Streets.
- The objectives criteria used for scoring the eligible schemes includes a criteria to assess against 'Health – Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stringer, fairer, more resilient communities'.

1.4. Ambition 4: People enjoy healthy, safe and independent lives through timely support that is most suited to their needs.

- The projects delivered from the transport strategy action plans contribute to improved transport access to key destinations and services that enable people to live more independently and increase their opportunities and quality of life.

1.5. Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality services and social justice is prioritised.

- The projects delivered from the transport strategy action plans and Integrated Transport Block funding contribute to improved access to services, jobs and education.

2. Background

2.1. This paper addresses the following issues:

- The approval of updated transport strategy action plans for Fenland and Huntingdonshire. These action plans include schemes that will be prioritised and developed, and will support delivery of the Local Transport and Connectivity Plan
- The approval of the proposed allocation of £3.215m of funding for schemes in 2024/25 from Integrated Transport Block funding, and specifically for the 'Delivering Transport Strategy Aims' and Road Safety budgets.

2.2. The district-based transport strategies for Fenland and Huntingdonshire were adopted at the Highways and Transport Committee in March 2023. Both strategies align to the Council's Strategic Framework and the Combined Authority's Local Transport and Connectivity Plan. They include detailed and locally relevant evidence, policies and emerging action plans based on studies, as well as new schemes suggested by Local Members, stakeholders, and the public. Schemes that meet the vision and objectives of the strategies may be included in these emerging action plans.

2.3. The transport strategy action plans contain schemes that will meet the aims of those strategies and of the Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan. They are reviewed on an annual basis, and schemes in the action plans can then be prioritised and considered for inclusion in existing delivery programmes (such as the 20mph and 'Local Highway Initiatives' programmes) or considered for funding or development through the Integrated Transport Block.

2.4. The Integrated Transport Block is the primary funding stream available to develop and deliver schemes outlined in the district transport strategy action plans. It is allocated by the Department of Transport to the Cambridgeshire and Peterborough Combined Authority and is passported by the Combined Authority to the County Council. The funding also funds schemes in the County Council's Active Travel programme.

3. Fenland and Huntingdonshire Transport Strategy Action Plans

3.1. The Fenland and Huntingdonshire action plans have been updated as outlined at Appendix 1 and 2. They are now categorised by type of action, study or scheme, and by likely delivery / funding programme. The individual action plans have not been prioritised as there are already processes in place to prioritise schemes via funding selection processes. Some of the schemes contained in the action plans will be funded and delivered through the Council's existing programmes, including the 20mph programme, the Local Highway Improvements programme, and safety programmes.

3.2. Many of the remaining schemes in the action plans are eligible for funding from the Integrated Transport Block. Other schemes or more expensive projects could be funded through s106 developer contributions as developments come forward, or through funding bids to the Combined Authority or specific central government funding pots.

3.3. The action plans will be updated annually to consider the following:

- Completed actions, studies or schemes will be moved to the ‘Delivered’ section of the action plan.
- Schemes that have been reviewed and identified for removal since the last version will be moved to the ‘Removed’ section of the action plan, with reason for removal e.g., no longer required or feasible, or superseded by another project.
- New actions, studies or schemes identified since the last version to be added to the action plan. These include new schemes resulting from studies or identified by officers or members and which are assessed as meeting County Council / Cambridgeshire and Peterborough Combined Authority strategy objectives.

3.4. The action plans will be reported back to Committee annually and each will undergo a full review when the relevant district Transport Strategy is next reviewed. A full review may also be required if there is a significant shift in transport policy at a central or local level. At that stage, a full review process will take place of both strategy and action plan including stakeholder engagement and full public consultation. Revised action plans for the other two district-based strategies (Cambridge and South Cambridgeshire, East Cambridgeshire) will be brought to committee when work to update the strategies is at the appropriate stage.

4. Integrated Transport Block funding

4.1. As Local Transport Authority, the Cambridgeshire and Peterborough Combined Authority receives Local Transport Plan capital grants from the Department for Transport including the Integrated Transport Block grant. The Combined Authority then allocates the grant to the County Council and to Peterborough City Council to spend. The proposal in this report is on the basis that the Integrated Transport Block grant is again passed to the County Council for the 2024-25 financial year. The proposed allocation of the 2024-25 by budget headings is as detailed in the table below.

Integrated Transport Block Budget Heading	2024/25 allocation
Local Highway Improvement (LHI) to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions. Note that there is a further £200k CCC’s own revenue funding for this programme.	£620k
Road Safety schemes at locations with strong evidence of high risk of injury crashes.	£600k
Major scheme development to support early scheme development work to ensure a pipeline of schemes are available.	£200k
Strategy Development and Integrated Transport schemes to support the development of local transport policies, strategies, and action plans; and to prioritise local integrated transport schemes.	£345k
Delivering Transport Strategy Aims (DTSA) to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies (excluding the 20mph programme, reported separately below). <ul style="list-style-type: none"> • Countywide 20mph Programme (DTSA) £150k to continue to develop and implement the countywide 20mph programme by allowing applications countywide. • Other DTSA schemes £1.2m 	£1.35m

Integrated Transport Block Budget Heading	2024/25 allocation
Air Quality Monitoring to support the air quality monitoring work undertaken by city/district council.	£25k
Minor improvements for accessibility to implement disabled persons parking places where required.	£15k
Minor improvements to Public Rights of Way to make the network an integrated part of the wider transport system to meet the needs of the community.	£60k
TOTAL	£3.215m

4.2. Members are asked to delegate authority to the Executive Director Place and Sustainability, in consultation with the Chair and Vice Chair to make changes to the allocations proposed within these two budgets, where the total re-allocation for any scheme is £500,000 or less. This delegation will enable work to be undertaken during the financial year in a timely manner. This delegation is most likely to be needed to cover:

- the possibility that future savings may arise within the 'Delivering Transport Strategy Aims' budget in 2024/25, and
- funding indicatively allocated to the Puddock Road scheme from the Road Safety budget may not be required (see paragraph 6.3 below and the separate report to this meeting).

5. Delivering Transport Strategy Aims Integrated Transport Block funding allocation

5.1. The 'Delivering Transport Strategy Aims' budget is the primary funding stream available on an annual basis, to deliver schemes identified in the district strategy action plans, as well as other approved action plans, such as the Local Cycling and Walking Infrastructure Plan action plan derived from the Active Travel Strategy. Due to the limited budget of £1.350M, eligible schemes are those that are typically:

- Deliverable within 1-2 years
- Local non-major schemes with scheme cost under £500K, or larger schemes requiring a funding contribution of under £500k
- Active Travel Strategy LCWIP (Tier 1) schemes (new criteria following approval of the strategy in 2023).
- Not included in the Greater Cambridge Partnership programme as these should be funded by GCP and match funded by developer contributions.

5.2. The prioritisation process was refreshed to consider draft Local Transport and Connectivity Plan objectives and was approved by [H&T Committee in March 2022](#). The approved objectives and deliverability scoring can be seen in Appendix 3. The criteria are scored on a scale of +3 to -3 and are combined to give a total score for each scheme. Schemes with the highest total score are considered for funding.

5.3. The allocation includes funding for the continued development and implementation of the Council's 20mph Programme, which is a key transport and safety priority for the Joint Administration.

- 5.4. Together with savings from previous allocations of £510,000, the total budget available for 2024-25 is £1,860,000. Appendix 4 indicates where funds have been recouped from previously assigned schemes. Appendix 5 shows the list of schemes proposed to receive funding in 2024-25.
- 5.5. The programme will be delivered via the existing highway term services contract procured in 2017 or the Eastern Highways Alliance Framework 3 procured in 2021, with all work being within scope of said contracts. Procurement plans will be developed as preferred routes for each discrete project are identified in liaison with the procurement team.

Delivering Transport Strategy Aims schemes and Active Travel Fund 4

- 5.6. Several schemes previously approved as part of the Delivering Transport Strategy Aims allocation have been awarded funding through Active Travel Tranche 4, along with an additional cycle link scheme, as shown in the table below. Approval is sought to enter into a Grant Funding Agreement with CPCA for the total funding of £910k.

Transport Proposals Database ID	Scheme description	Active Travel 4 Funding
1062	Buckden Road, Brampton – provision of shared use route for pedestrians and cyclists	£300k
895	Eddington to Girton – improved foot and cycle links and crossings	£400k
311	Godmanchester town bridge modal filter	£60k
898	Huntingdon to Alconbury Weald – improved cycling and walking route	£90k
164 & 555	A505 to Granta Park, Great Abington – improved cycle link	£60k
Total		£910k

6. Road Safety schemes Integrated Transport Block funding allocation

- 6.1. The Road Safety Budget is currently £600k per annum. This covers design and investigation for future schemes, as well as scheme delivery. Due to the cost and complexity of schemes, in many cases design and delivery cross over two or more financial years. If scheme costs significantly exceed the capability of this annual budget to cover, additional funding from other budgets may be sought. The following sections detail progress on the 2023/24 programme which was agreed in July 2023, cluster sites, and proposals for funding allocations towards Road Safety schemes in 2024/25. The budget covers many areas within the Road Safety engineering remit.

Update on 2023/24 Road Safety Schemes funded from the Integrated Transport Block

- 6.2. **A1303 Swaffham Heath**
Traffic signal and staggered junction design and implementation plan has been delayed due

to land purchase agreements. This has been remedied, and construction is due to begin in spring 2024 with completion by mid-2024.

6.3. **Puddock Road**

The 2.5km single-track stretch of Puddock Road heading south from Forty Foot Bank has seen four fatal collisions where a vehicle left the road and entered the adjacent drain. Implementation of a 30mph speed limit will be in place early in 2024. Outline options for further interventions are being developed and considered, and further ground survey work being completed. Additional funding for design and implementation has been identified, including from the 2024/25 Road Safety budget as noted below. This is discussed in detail in a separate report on Puddock Road being considered at this meeting.

6.4. **International Road Assessment Programme (iRAP)**

Work on this project has started. This is the largest Road Assessment programme of its kind ever undertaken in the UK. In line with the system-based approach to road safety as endorsed by the Vision Zero Partnership, the County Council recognises the need for proactive safety investment. The current prioritisation is based on collision records and retrospective intervention. Work to build on the iRAP is planned for 2024/25 and is discussed below.

Cluster list: site identification criteria

6.5. A list of collision 'cluster sites' is generated on an annual basis, usually in June (following confirmation from the Department for Transport that all collision data for the previous calendar year has been verified. The 'cluster site' lists are based on the most recent three calendar years. A location will be included on the list if in that three-year period it has either:

- a record of three collisions resulting in fatal or serious injury at a junction or within a 100m length of road, or
- six slight injury collisions at a junction or within a 100m length of road.

6.6. Cluster sites are then listed in priority order based on a weighted criteria rating using collision severity. Fatal collisions have a weighting of 4, serious injury collisions have a weighting of 3 and slight injury collisions have a weighting of 1.

6.7. The most recent verified cluster site list [remains that covering 2020-2022, as reported to committee in July 2023](#). Of the new sites outside of Cambridge the following progress can be noted:

- (9) Byall Fen Drove and (10) Woodwalton: Designs have been completed and works ordered.
- (3) Little Wilbraham Road: Improvements have been completed following the fatal collision at this site.

6.8. In parallel, and as noted above, the County Council is advancing a means of proactive investment based on risk assessment of all A-roads through iRAP. Future years Road Safety capital programmes will be informed by both the cluster site analysis and by iRAP.

2024/25 recommendations for Road Safety funding from Integrated Transport Block

6.9. The recommendations for funding in 2024/25 are largely built on the 2023/24 programme:

6.10. **iRAP Implementation (£250k)**

In 2024/25 it is proposed to allocate £250k to develop a proactive Investment Plan on priority routes (main A roads), using the iRAP methodology; This investment plan would aim to reduce death and serious injury through a proactive programme of systematic assessment of risk, identifying major shortcomings that can be addressed by practical road improvement measures.

Previously much of the Road Safety improvement works has been based on robust 'Cluster Site' analysis. Whilst this is, and will remain, an invaluable tool for identifying collision hotspots in the County, iRAP will allow Road Safety Engineers to proactively use the star ratings process delivered by the iRAP surveys to identify those A class roads that pose the greatest risk and as resources allow, implement improvements before they become a 'cluster site'.

6.11. **Puddock Road (£200k)**

An allocation of £200,000 is proposed to support the design and implementation of measures for Puddock Road in 2024/25. Depending on the conclusions of the work considering options, this funding may or may not be needed. If this funding is not required, new proposals for the use of this funding will be reviewed through the proposed delegation process in paragraph 4.2 above.

6.12. **Minor Improvements (£150k)**

It is proposed to allocate the remainder of the 2024-25 Road Safety Budget to any small measures that are identified as part of the new investigation processes by the County Council Road Safety Teams Fatal Review Board. The board is part of the Vision Zero Strategy – Post Collision Response and Safer Roads and Roadsides. The Road Safety Team conduct a scene visit within 7 days of the collision, then working closely with our partners in Cambridgeshire Constabulary establish causation factors and conduct a full road safety audit of the location including maintenance records and procedures. Where deficiencies are identified this small budget can be used to take remedial action. In 2023 the review board has been successful in completing 18 post fatal reviews and of those 18, 12 collision locations were identified as requiring remedial action to increase safety, such as improved signage, road markings or layout. Delegated authority for re-assigning Integrated Transport Block funds

7. **Alternative Options Considered**

- 7.1. The budget headings in the Integrated Transport Block allocations list (see section 4 above) identify transport funding in areas / themes that are in line with the funding requirements of government and consistent with the Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan. The proportion of funding allocated to each area was agreed based on the services' need and ability to utilise the funds each year. The 'Delivering Transport Strategy Aim' funding allocation (see Appendix 5) considered many additional schemes from the Action Plans and Transport Proposals Database. Scoring was undertaken to identify those schemes which best support current strategy aims, in addition to their suitability to be delivered within a 1-2 year period.
- 7.2. Road safety funding allocations are based on the Vision Zero priority of reducing serious injuries and deaths on our roads by providing safe roads and roadsides and delivering a post collision response. The programme of spending has been identified as those locations that represent the greatest risk of harm, and as such have been prioritised accordingly.

Wheatsheaf Crossroads and Swaffham Heath projects are already underway with significant funds already allocated or spent. The Fatal Review Board process has been identified as best practice and is being emulated in many other neighbouring authorities, Cambridgeshire are leading the field in this kind of post collision intervention work.

8. Conclusion and reasons for recommendations

- 8.1. To develop and deliver transport schemes that meet the County Council's ambitions and the objectives of the transport strategies.

9. Significant Implications

9.1. Finance Implications

The transport strategy action plans include a mix of revenue and capital projects which will be dependent on securing funding to progress proposals as described in this paper.

The Integrated Transport Block fund is passported via CPCA from central government on an annual basis and provides capital funding for scheme development and delivery. Existing programmes funded through the annual Integrated Transport Block fund as described in this paper will be used to progress schemes via individual programme processes. Unsuccessful schemes will be eligible for possible funding in future years.

As new transport infrastructure is delivered, there is a significant impact on Council maintenance budgets to maintain new infrastructure. Where schemes are developed through the planning process, negotiations with developers will seek to reduce the financial impact on the Council either through design and use of materials or by financial agreements e.g. commuted sums.

9.2. Legal Implications

There are no significant implications for this priority.

9.3. Risk Implications

There are no significant implications for this priority.

9.4. Equality and Diversity Implications

Equality Impact Assessments have already been completed for the Fenland and Huntingdonshire Transport Strategies, and for the Integrated Transport Block 'Delivering Transport Strategy Aims' budget proposals.

9.5. Climate Change and Environment Implications (Key decisions only)

The district-based transport strategies work towards achieving the Council's net zero carbon targets by 2045, and biodiversity net gain. Reducing transport related carbon emissions, improving air quality and achieving biodiversity improvements in all transport proposals are at the core of their vision, objectives and policies.

The supporting action plans of high-level actions, studies and schemes all align with the vision and objectives of the relevant strategy and promote a shift towards more active and sustainable, low carbon transport alternatives to ICE (Internal Combustion Engine) vehicles.

As studies and schemes are progressed and developed, they must consider the policies within the strategy and align with wider policies, strategies, technical guidance and design guides as referred to within the strategy documents. All transport schemes, and new development proposals should consider the safe provision of active, sustainable and low carbon transport alternatives within their design to help achieve climate and environmental targets.

10. Source Documents

Fenland Transport Strategy (2023) and EQIA can be found at:

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/fenland-transport-strategy>

Huntingdonshire Transport Strategy (2023) and EQIA can be found at:

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/huntingdonshire-transport-strategy>

Fenland Transport Strategy

Action Plan

Draft 2024



Introduction

In March 2023 an emerging Fenland action plan was adopted at Highways and Transport Committee as part of the [Fenland Transport Strategy 2023](#)ⁱ. It was agreed that further development would take place to create a final Fenland Action Plan, and that this would be reviewed on an annual basis.

The action plan includes:

High-level actions:

Actions identified through the development of the Strategy that are needed to achieve its vision and objectives e.g. lobbying partners, development of new or updating existing guides or strategies, identifying further workstreams.

Strategic studies:

An issue, area or corridor that has been identified for transport improvements that require options assessment and feasibility work to identify specific schemes and/or initiatives for future funding and delivery.

Local non-major schemes - cost <£500,000:

Identified schemes that are smaller scale localised improvements and initiatives that require minor feasibility and design to implement, with an estimated cost of under £500k.

Such schemes are eligible for Integrated Transport Block (ITB) Delivering Transport Strategy Aims (DTSA) funding. £1.350M of funding is allocated on an annual basis.

Strategic Schemes – cost >£500,000:

Identified schemes that require significant infrastructure development or improvement and have an estimated cost of more than £500k.

Such schemes are often developed in stages from high level feasibility/concept design, through to detailed design and business case for funding to deliver.

Strategic schemes will be progressed through stages as funding opportunities are secured.

20mph schemes:

Suitable schemes will be redirected to the existing [20mph programme](#)ⁱⁱ and will be considered via the established process. This programme is primarily funded by Integrated Transport Block (ITB) Delivering Transport Strategy Aims (DTSA) funding, however, additional funding from Transforming Cities Fund has also been secured in recent years to support this rollout.

Introduction

Local Highway Improvement (LHI) schemes:

Suitable schemes can be applied for via the existing [LHI programme](#)ⁱⁱⁱ and considered via the established process. This programme is primarily funded by

Integrated Transport Block (ITB) Local Highway Improvement funding. £620,000 is allocated on an annual basis.

Third party schemes:

Some schemes have been identified as required for the area but are dependent on a third party to deliver e.g. bus services (responsibility of the Transport Authority - CPCA), rail improvements (delivered by Network Rail), trunk road improvements (delivered by National Highways).

Such schemes are primarily reliant on third party funding, however, S106 developer funding can be secured to some schemes through the planning process when opportunities arise.

CPCA led studies/workstream:

Studies and workstreams identified within the Cambridgeshire and Peterborough [Local Transport and Connectivity Plan^{iv}](#) that support the vision and objectives of the Fenland Transport Strategy.

Delivered schemes or actions:

Schemes or actions that have been completed since the last update of the action plan.

Removed Schemes:

Schemes or actions that have been removed since the last update of the action plan, with reason for removal stated.

Active Travel schemes will play key a role in the delivery of the Fenland Transport Strategy, however, this is covered by Cambridgeshire's [Active Travel Strategy^v](#), and our countywide action plan of active travel schemes is set out in Cambridgeshire's [Local Cycling and Walking Infrastructure Plan^{vi}](#) (LCWIP). Therefore, no active travel schemes are included in this Plan.

Active Travel schemes for Fenland have also been identified by Fenland District Council in their [Fenland Cycling, Walking and Mobility Aid Improvement Strategy^{vii}](#) (WCMAS) 2022.

All strategies should be read together for a full picture of all transport schemes for Fenland.

Delivering the action plan

The action plan is dependent on funding being secured to progress schemes and studies through the various stages of development and delivery.

There are several potential funding sources to progress the schemes identified in all our transport strategy action plans:

- a.** Integrated Transport Block (ITB) funding (countywide) – including Delivering Transport Strategy Aims (DTSA) £1.350m and Local Highway Improvements (LHI) £620k.
- b.** Central Government funding bids – e.g. Transforming Cities Fund.
- c.** Direct funding bids to CPCA – as funding opportunities are released.
- d.** Section 106 developer funding or developer to deliver a scheme as part of their planning agreement.

The Integrated Transport Block (ITB) Delivering Transport Strategy Aims (DTSA) funding is the primary funding stream available, on an annual basis, to deliver schemes from our action plans. This funding is passported to the County Council from the Cambridgeshire and Peterborough Combined Authority. Due to the limited DTSA budget, £1.350M, eligible schemes are those that are typically:

- Deliverable within 1-2 years
- Local non-major schemes with scheme cost under £500K, or
- A large scheme requiring a funding contribution under £500k
- LCWIP Tier 1 schemes

The eligible schemes within the Fenland Action Plan will be scored and prioritised alongside all other eligible schemes across Cambridgeshire.

Policy context and alignment

All schemes align with a wider suite of policy documents as stated in the Fenland Transport Strategy. A summary of key considerations for all schemes and projects are as follows:

- Include a carbon assessment of all schemes on a project or scheme scale in alignment with the target of the CCC Climate Change and Environment Strategy 2022 to reach net zero carbon by 2045.
- Include within the scheme design how it will achieve the CCC commitment to 'doubling nature' to achieve biodiversity net gain targets set in the CCC [Climate change and Environment Strategy](#)^{viii} 2022.
- All schemes must embrace the [Vision Zero](#)^{ix} and Safe Systems approach from design through to delivery.
- Consider active travel and wider non-motorised users in all projects and schemes from design through to delivery in alignment with the approach set in Cambridgeshire's Active Travel Strategy 2023^v and Cambridgeshire [Rights of Way Improvement Plan](#)^x 2016.
- Consider equality, diversity and inclusion in all projects and schemes from design through to delivery in alignment with the [Equality Act 2010](#)^{xi} and Cambridgeshire's [Single Equality Strategy](#)^{xii} 2018-2022
- Consider the impact our transport projects and schemes have on achieving wider Council aims for health and wellbeing in alignment with the Cambridgeshire and Peterborough [Health and Wellbeing and Integrated Care Strategy](#)^{xiii} 2022.

Fenland action plan

High-level actions:

Action Plan ID	Parish/ Area	Location	Description	Update
FTS001	Fenland	Cambridgeshire Wide	Work in partnership with local communities to make the option of 20MPH zones more widely available, and easier to obtain.	Corporate Priorities: CCC 20mph scheme programme established with annual funding.
FTS002	Fenland	Fenland district wide	Role out of civil parking enforcement across the Fenland District.	Expected to come into effect from 2024.
FTS004	Fenland	Fenland district wide	Lobby for rail service improvements at the Fenland Stations - frequency and hours of operation.	Part of Community Rail Partnership. Also lobbying for improvements at Ely North. Lobbying ongoing.
FTS005	Fenland	Fenland district wide	Lobby train companies to introduce stop at Cambridge North on Cross Country Birmingham to Stansted service and increase frequency to half hourly.	Part of the Community Rail Partnership alongside partnership working with CCC, CPCA and FDC. Discussions with CrossCountry and DfT continue.
FTS006	Fenland	Fenland district wide	Engage with bus service operators and the CPCA to improve bus services.	CCC involved in annual Bus Service Improvement Plan (BSIP) ^{xiv} review.
FTS009	Fenland	Fenland district wide	Work with Fenland District Council to support transition to ULEV taxis and electric taxis.	
FTS010	Fenland	Fenland district wide	Work with the CPCA to investigate the possibility of e-bike hire schemes across the district.	
FTS089	Fenland	Villages and Rural	Investigations into demand responsive	This is part of the CPCA Bus

Fenland action plan

High-level actions:

Action Plan ID	Parish/ Area	Location	Description	Update
			transport or similar, linked to public transport interchanges including rail stations.	Review. Trials for demand response services in Fenland are being considered from 2024.
FTS091	Fenland	District wide	Studies to identify further gaps in transport accessibility not currently identified in the action plan - building on the evidence in the Fenland Accessibility Report.	

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Fenland action plan

Strategic Studies:

Action Plan ID	Parish/ Area	Location	Description	Comments
FTS003	Fenland	Fenland district wide	Investigation and promotion of car clubs in Fenland. Working with CPCA and FDC.	
FTS008	Fenland	Fenland district wide	Investigation into Installation of electric vehicle charging points of various types in both car parks and on street. Working with CPCA and FDC.	
FTS016	Chatteris	A141 / A142 roundabout crossing	Study into Junction improvement. Safety scheme requested through Fenland Transport Strategy. Linked to the A141 and A142 Strategic Study (FTS098).	
FTS021	Chatteris	Chatteris A142/A141 Slade End roundabout.	Study into capacity and safety improvements.	
FTS041	Whittlesey	Whittlesey - junction with Mill Road, Eastgate, Cemetery Road and Inhams Road	Study to consider HGV movements and if improvements are needed. Potentially included as part of a wider Whittlesey study linked to FTS095.	This links with the FDC Whittlesey Relief Road SOBC work that is due to complete at the end of 2024.
FTS042	Whittlesey	Whittlesey	Study into Park and Ride to Peterborough.	
FTS045	Leverington, Newton-in-the-Isle, Wisbech	Wisbech Western Link Road Study (Northern Section)	Wisbech Western Link Road Study (Northern Section). Dependent on FTS057 and FTS058 being delivered.	This will require a review of the Wisbech Access Strategy feasibility work and associated business case work. All the feasibility work now needs review due to the considerable time period since it was produced.

Fenland action plan

Strategic Studies:

Action Plan ID	Parish/ Area	Location	Description	Comments
FTS057	Wisbech	Wisbech Western Link Road Study (Southern Section)	Wisbech Western Link Road Study (Southern Section). Dependent on FTS058 being delivered.	FTS057, 058, 059, 060, 061, 063 and 072. These projects are all part of the Wisbech Access Strategy and are all interrelated. All the projects require the review of phase 2 of the Wisbech Access Strategy. Initial design work, traffic modelling of the schemes and business case work was completed for all these schemes as part of the original Wisbech Access Strategy work
FTS058	Wisbech	New River Crossing, Wisbech	Study into New River crossing near the A47/Cromwell Road Roundabout. This scheme is linked to the Western Link Road southern section scheme FTS057.	See comment under FTS057
FTS059	Wisbech	Freedom Bridge Roundabout Improvements, Wisbech	Investigate improvements to the operation of the roundabout for all users and improve safety. Part of the Wisbech Access Study.	See comment under FTS057
FTS060	Wisbech	Wisbech Bus Station Improvements	Study to improve access into and out of the bus station and improvements to the bus station. Linked to FTS059.	See comment under FTS057
FTS061	Wisbech	A47 Wisbech junction capacity improvements package A47 / Cromwell	Study into operation of roundabout for all users and improved safety - A47 / Cromwell Road.	See comment under FTS057

Fenland action plan

Strategic Studies:

Action Plan ID	Parish/ Area	Location	Description	Comments
		Road Roundabout Upgrade, Wisbech		
FTS072 FTS063	Wisbech	A47 / A1101 Elm High Rd Roundabout and A1101 Weasenham Lane junction	Junction improvements at A47 / A1101 Elm High Rd roundabout and A1101 Weasenham Lane junction.	National Highways considering for funding in RIS4 2030-35. Also linked to comment under FTS057 in respect of Wisbech Access Strategy.
FTS074	Wisbech	Connectivity between Murrow and Wisbech St Mary	Study into improving bus connectivity between Murrow and Wisbech St Mary – feeder buses to existing services.	
FTS081	Chatteris, Manea	Block Fen roundabout to A141	Study into Road Safety Improvements.	
FTS092 CPCA LTCP	Wisbech	Wisbech	Wisbech Access Strategy Phase 2 and 3. Linked to the LTCP, schemes to deliver growth in Wisbech. Related Schemes: FTS057 FTS058, FTS059, FTS060, FTS061, FTS062, FTS063.	See comment under FTS057
FTS093	Wisbech	Wisbech (central)	Investigation into to new pedestrian and cycle river crossings.	
FTS094	March	March (central)	Investigation into to new pedestrian and cycle river crossings.	
FTS095	Whittlesey	A605 Whittlesey Access	Investigation to traffic movements around Whittlesey with a focus on the A605. Seek ongoing improvements to transport, specifically east-west	Study funded by CPCA.

Fenland action plan

Strategic Studies:

Action Plan ID	Parish/ Area	Location	Description	Comments
			connectivity and access to industrial areas, taking a multi modal approach, including active travel and safety.	
FTS096	March-Chatteris Somersham St Ives	March-Chatteris-Somersham - St Ives	Rapid transit system north-south through Fenland linked with Guided Busway at St Ives, potentially using disused railway via Somersham to Chatteris and March and then Wisbech. It is likely that the first stage of work would be a high-level feasibility study.	
FTS097 CPCA LTCP	Fenland	A141 North Study-Guyhirn to B1514 A1123 roundabout	Study investigating potential improvements to the A141 from Guyhirn roundabout to the B1514 A1123 roundabout. A multimodal approach will be taken with a focus on safety. Related schemes FTS016, FTS021, FTS081.	
FTS098 CPCA LTCP	Fenland and East Cambs	A142 Study	Study investigating potential improvements to the A142 from The A141/A142 roundabout Chatteris to Newmarket roundabout. A multimodal approach will be taken with a focus on safety. Mainly in East Cambs but some of the route is in Fenland near Chatteris.	

Fenland action plan

Local non-major schemes <£500k:

Action Plan ID	Parish/ Area	Location	Description	Comments
FTS013	Chatteris	Chatteris, key locations in the town centre	Bus stop improvements. Linked to FTS012.	
FTS019	Chatteris	Burnsfield Street (Kingsfield Primary) / Station Street (link path)	Explore options to limit vehicle access to Burnsfield Street during peak (school run) times.	Scheme from FDC WCMAS ^{vii}
FTS026	March	B1101 High Street/St Peters Road junction	Upgrade traffic signals to cater for right-turning traffic better.	March Area Transport Study - completion to detailed design stage (CPCA funded)
FTS033	Whittlesey	Whittlesey, Stonald Road	Public Transport Improvement - Provision of a bus stop/improvements at Stonald Road if a service is provided.	
FTS037	Whittlesey	NCN63 Stonald Road	Explore options to reduce traffic speeds, including 20mph zones and safety cameras. Linked to FTS001.	Scheme from FDC WCMAS ^{vii}
FTS043	Elm, Leverington, Wisbech	Throughout Wisbech	Investigation to improve HCV route signage.	
FTS044	Elm Wisbech	Edge of Wisbech, in proximity of A47	Feasibility study to investigate establishment of lorry parks on the edge of Wisbech.	
FTS052	Wisbech	Wisbech, Waterlees Ward: Bath Rad/ St Michaels Avenue/ Ollard Avenue	Investigate into home zone measures.	

Fenland action plan

Local non-major schemes <£500k:

Action Plan ID	Parish/ Area	Location	Description	Comments
FTS053	Wisbech	Wisbech, Old Market / Chapel Road junction	Investigation into operation of Old Market / Chapel Road junction.	
FTS055	Wisbech	Wisbech, key bus stops	Investigation into bus stop improvements in Wisbech.	
FTS066	Wisbech	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	Review parking provision & HCV park/waiting area to reduce on street parking or parking on footpath on Nene Parade (port area) Linked to FTS002.	Scheme from FDC WCMAS ^{vii}
FTS075	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	Review wayfinding signage.	Scheme from FDC WCMAS ^{vii}
FTS079	Murrow	Swan Bridge	Safety improvements, Murrow Bank, The Bank, the Bridge – investigate options and preliminary design.	
FTS084	Wimblington	Sixteen Foot Bank B1098 at junction with Manea Road B1093	Change straight through crossroads - options assessment being undertaken. Some carriageway surfacing works undertaken this year as part of Boot's bridge scheme but this relates to possible realignment.	
FTS086	Wimblington	Wimblington: March Road, south of Honeymead Road	Bus stop improvement.	

Fenland action plan

Local non-major schemes <£500k:

Action Plan ID	Parish/ Area	Location	Description	Comments
FTS090	Parsons Drove and Church End	Parsons Drove and Church End	Investigations into speed reductions.	
FTS117	Fenland	Whittlesey, Orchard Street/Gracious Street junction	Update signalised crossing equipment.	

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Fenland action plan

20mph zone schemes:

The following schemes all link to proposals FTS001 and FTS114. The schemes could be progressed via the [20mph programme](#).

Action Plan ID	Parish/ Area	Location	Description	Comments
FTS018	Chatteris	Wenny Road (Cromwell College)	Investigate options for 20mph school zone.	Scheme from FDC WCMAS ^{vii}
FTS020	Chatteris	Burnsfield Street (Kingsfield Primary) / Station Street (link path)	Explore option for 20mph school zone on Station Street.	Scheme from FDC WCMAS ^{vii}
FTS038	Whittlesey	Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	Explore options for 20mph school zone (Park Lane).	Scheme from FDC WCMAS ^{vii}
FTS065	Wisbech	Leverington Road (Peckover School) / Chapel Road path link	Explore 20mph school zone outside Peckover.	Scheme from FDC WCMAS ^{vii}
FTS067	Wisbech	Chapel Road / North Brink (Wisbech Grammar)	Explore potential for 20mph school zone.	Scheme from FDC WCMAS ^{vii}
FTS068	Wisbech	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	Explore options for 20mph school zone at Elm School including along West Street.	Scheme from FDC WCMAS ^{vii}
FTS069	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	Explore potential for 20mph school zone on Ramnoth Road.	Scheme from FDC WCMAS ^{vii}
FTS071	Wisbech	NCN63 Beechwood Road / St Michaels	Explore potential for 20mph school zone (Orchards Primary).	Scheme from FDC WCMAS ^{vii}

Action Plan ID	Parish/ Area	Location	Description	Comments
		Avenue (Orchards Primary) / Bath Road		
FTS087	Elm	Elm village	Explore 20 mph zone along B1101 in Elm.	

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Fenland action plan

Local highway improvement (LHI) schemes:

The proposed improvements listed below could be brought forward by local groups via the [LHI process](#).

Action Plan ID	Parish/ Area	Location	Description	Comments
FTS014	Chatteris	Chatteris, High Street	Investigation into traffic calming.	
FTS039	Whittlesey	NCN63 Windmill Street / Gracious Street / High Causeway	Review issue of parked cars blocking footpaths.	
FTS040	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Explore potential for traffic calming on Bassenhally Road.	Scheme from FDC WCMAS ^{vii}
FTS050	Wisbech	Wisbech, Railway Road, Fundrey Road, Victoria Road, Queens Road	Investigation of speed reduction measures.	
FTS073	Wisbech	High Road - Wisbech St Mary	Investigate reduction in speed limit.	
FTS076	Guyhirn	Guyhirn – school	Safety improvements to consider physical build outs at the school to slow passing traffic.	
FTS077	Guyhirn	Gull Road - Guyhirn	Investigate reduction in speed limit.	
FTS080	Murrow	Murrow Bank - Murrow	Investigate reduction in speed limit.	
FTS085	Tholomas Drove	High Road - Tholomas Drove	Investigate reduction in speed limit.	

Fenland action plan

Third party schemes:

Action Plan ID	Third party	Parish/ Area	Location	Description	Scheme Type	Comments
FTS011	CPCA / bus operators	Chatteris and Manea	Chatteris and Manea	Bus shuttle to tie up with railway timetable - highlighted in the CA Chatteris Market Town Masterplan.	Bus Service	
FTS012	CPCA	Chatteris	Chatteris, key locations in the town centre	Installation of Real Time Passenger Information (RTPI) display(s).	RTPI	
FTS017	CPCA / bus operators	Chatteris	Chatteris	Improved bus service linking Chatteris to hospitals.	Bus Service	
FTS022	CPCA / bus operators	Chatteris	Chatteris, key locations in the town centre	Public Transport Promotion.	Travel Planning	<i>(Funded by DTSA 23-24^{xv})</i>
FTS024	Network Rail / FDC	March	March, Railway Station	Railway Station Masterplan and Interchange Improvements.	Rail	
FTS027	CPCA / bus operators	Whittlesey	Whittlesey, Key locations in the strategy area	Town wide bus service and bus infrastructure.	Bus Service	
FTS028	Network Rail / FDC	Whittlesey	Whittlesea Railway Station	Improve facilities at railway station - potentially to include toilet facilities.	Rail	CPCA have allocated £3m 2024-7.
FTS029	Network Rail / FDC	Whittlesey	Whittlesea, Rail Station	Public Transport Scheme - bridge over platforms, to allow quicker boarding of trains at south platform and avoid wait at level crossing and provide a save crossing place.	Rail	See comment under FTS028

Fenland action plan

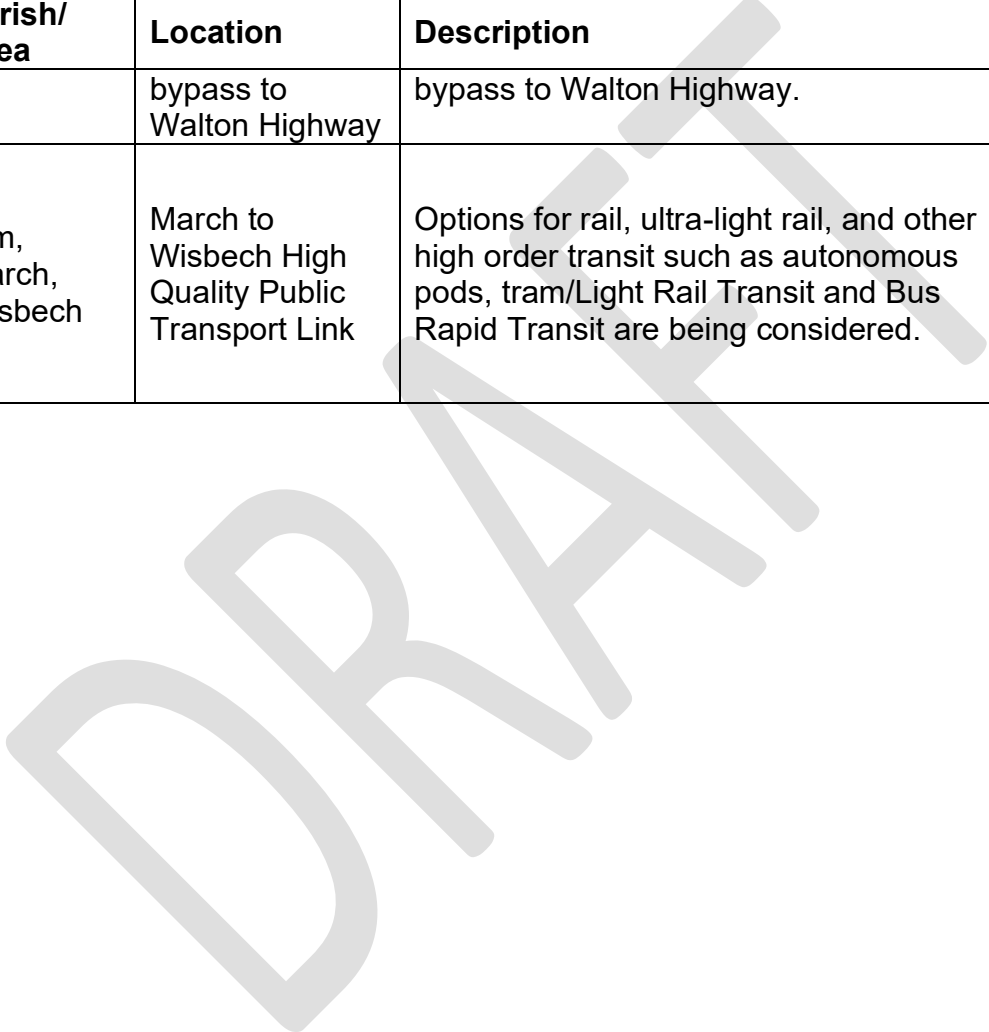
Third party schemes:

Action Plan ID	Third party	Parish/ Area	Location	Description	Scheme Type	Comments
FTS030	Network Rail / FDC	Whittlesey	Whittlesea, Rail Station	Public Transport Scheme - lengthen platforms to allow for train doors to open at station.	Rail	See comment under FTS028
FTS031	Network Rail / FDC	Whittlesey	Whittlesea, Rail Station	Public Transport Scheme - explore proposals for a parkway station for Peterborough at Whittlesea Station.	Rail	See comment under FTS028
FTS035	CPCA	Whittlesey	Victory Avenue Bus Stop, Whittlesey	Installation of Real Time Passenger Information (RTPI) display(s).	RTPI	
FTS036	CPCA / bus operators	Whittlesey	Whittlesey, key routes around Whittlesey	Public Transport Schemes - information, signs, timetables.	Travel Planning	
FTS046	National Highways	Wisbech	A47 Wisbech junction capacity improvements package A47 / Broad End Rd Wisbech	A47 / Broad End Rd Wisbech priority junction replaced with a roundabout.	Junction	National Highways study work has been completed. Future stages are dependent on RIS3 announcement.
FTS078	Network Rail / FDC	Manea	Manea Station	Rail Station Improvement – platform lengthening. Linked to the Manea Station masterplan.	Rail	Other elements of the masterplan have been completed.
FTS099	CPCA /	Various	A47 – Thorney	A47 capacity improvements, Thorney	Highway	

Fenland action plan

Third party schemes:

Action Plan ID	Third party	Parish/ Area	Location	Description	Scheme Type	Comments
	National Highways		bypass to Walton Highway	bypass to Walton Highway.	improvements	
FTS105	Network Rail / CPCA	Elm, March, Wisbech	March to Wisbech High Quality Public Transport Link	Options for rail, ultra-light rail, and other high order transit such as autonomous pods, tram/Light Rail Transit and Bus Rapid Transit are being considered.	Public Transport	CPCA are funding an economic options study that is expected to be complete in March 2024.



Fenland action plan

CPCA led workstreams:

Action Plan ID	Third party	Location	Description	Comments
FTS101	CPCA	Fenland	CPCA Market Town Programme – Chatteris, Wisbech, Whittlesey, March.	Funding allocated by CPCA for 2024/25.
FTS102	CPCA / FDC	Fenland	Fenland Stations Regeneration.	Some projects that are part of this programme have been delivered or are in delivery. Small elements are listed in the above action plan under the relevant area. Related schemes: March FTS024, Whittlesea FTS028, FTS029 FTS030 FTS031, Manea FTS078.
FTS104	CPCA / CCC	March	March Area Transport Study (MATS) – capacity and safety improvements.	Some elements of this have been delivered. Funding allocated by CPCA for 2024/25 and 2025/26.
FTS106	CPCA	Regionwide initiatives	E-scooter trial and E-bike hire scheme expansion.	
FTS107	CPCA	Regionwide initiatives	Bus reforms – Enhanced Partnership and Franchising.	
FTS108	CPCA	Regionwide initiatives	ZEBRA – Zero Emission Buses.	
FTS110	CPCA / CCC / FDC	Regionwide initiatives	EV Charging Schemes and Outcomes from Alternative Fuel Strategy.	Related scheme: FTS008, FTS009
FTS111	CPCA / CCC / FDC	Regionwide initiatives	Demand Responsive Transport.	Related schemes: FTS082, FTS089
FTS113	CPCA /	Regionwide	Digital Connectivity.	

Fenland action plan

CPCA led workstreams:

Action Plan ID	Third party	Location	Description	Comments
	CCC / FDC	initiatives		
FTS114	CPCA / CCC / FDC	Regionwide initiatives	Vision Zero – including 20 is plenty.	Related scheme FTS001 and specific schemes identified in 20mph section of Action Plan above.
FTS115	CPCA / CCC / FDC	Regionwide initiatives	First and last mile transport solution (including freight).	
FTS116	CPCA / CCC / FDC	Regionwide initiatives	Heavy Commercial Strategy.	

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Delivered schemes or actions:

Action Plan ID	Parish/ Area	Location	Description	Reason
FTS025	March	Burrowmoor Rd, outside primary school	Investigation into traffic calming.	Delivered - flashing 20mph signs installed. Funded by Emergency Active Travel Fund.
FTS051	Wisbech	North Brink/Chapel Road junction	Parking study – restricting parking at peak times near junction of North Brink and Chapel Road. Funded by LHI programme.	Delivered
FTS054	Wisbech	Wisbech, near schools	Investigation into traffic calming around schools in Wisbech. Funded by LHI programme.	Delivered
FTS070	Wisbech	Market Place, Wisbech	Improve safety/conflict with cars and town centre area improvements.	Delivered by Wisbech Town Council.
FTS032	Whittlesey	Whittlesey, Eastrea Road	Public Transport Improvement Provision of a bus stop/improvements at Eastrea Road at east end of Whittlesey.	Delivered

Fenland action plan

Fenland action plan

Removed schemes:

Action Plan ID	Parish/ Area	Location	Description	Reason
FTS007	Fenland district wide	Fenland district wide	Bus shuttle to tie up with railway timetable- highlighted in the CA Chatteris Market Town Masterplan.	Duplicate of FTS011.
FTS034	Whittlesey	Eastrea Road (Sainsbury's), Whittlesey	Hopper Bus Infrastructure Contribution (Whittlesey Town service).	Duplicate of FTS027
FTS047	Wisbech	A47 Wisbech junction capacity improvements package A47 / A1010 Elm High Rd Roundabout, Wisbech	A47 / A1101 Elm High Rd roundabout. Part of the Wisbech Access Study.	Duplicate of FTS072 and FTS063
FTS048	Wisbech	Wisbech southern access road	Highways Improvements.	Duplicate of FTS045 and FTS057
FTS049	Wisbech	College of West Anglia Isle Campus	Investigate access issues at College.	Superseded by FTS063 and college site moved.
FTS088	B1101	B1101	Review speed limit possible 20mph zone.	Duplicate of FTS087
FTS112	N/A	Regionwide	CPCA Bus Reform Task Force.	Bus Reform Task Force no longer active – replaced with other forums
FTS100 CPCA	Wisbech	Wisbech	Wisbech Garden Town Studies.	Currently no funding allocated. If future funding was allocated the scheme

Fenland action plan

Removed schemes:

Action Plan ID	Parish/ Area	Location	Description	Reason
				would be added to the action plan.
FTS103	CPCA	March	CPCA lead March Market Town Programme.	Duplicate – all CPCA Market Town programmes included in FTS101.
FTS109	CPCA / CCC / FDC	Regionwide initiatives	Action Plan of active travel schemes available in Cambridgeshire's Active Travel Strategy and FDC's WCAMA Strategy.	Not a scheme, study or action. For information only.
FTS056	Wisbech	Bus services in Wisbech serving A47/Cromwell Rd, Wisbech	Extension and enhancement of the existing bus and community transport services that service the site.	Superseded by Wisbech Tesco Bus project which is completed.

References

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- ⁱ Fenland Transport Strategy 2023 - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/fenland-transport-strategy>
- ⁱⁱ CCC 20mph programme - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/20mph-funding>
- ⁱⁱⁱ CCC Local Highway Improvement programme - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/local-highway-improvement-funding>
- ^{iv} Cambridgeshire and Peterborough Local Transport and Connectivity Plan 2023 - <https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/CPCA-LTCP-Strategic-Document.pdf>
- ^v Cambridgeshire's Active Travel Strategy 2023 - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridgeshires-active-travel-strategy>
- ^{vi} Cambridgeshire's Local Cycling and Walking Infrastructure Plan 2022 - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridgeshires-local-cycling-and-walking-infrastructure-plan-lcwip>
- ^{vii} Fenland Walking Cycling and Mobility Aid Improvement Strategy 2022 - <https://www.fenland.gov.uk/article/15883/Fenland-Cycling-Walking-and-Mobility-Aid-Improvement-Strategy#:~:text=A%20strategy%20to%20improve%20cycling,and%20cycling%20network%20across%20Fenland.>
- ^{viii} Cambridgeshire's Climate Change and Environment Strategy 2022 - <https://www.cambridgeshire.gov.uk/residents/climate-change-energy-and-environment/climate-change-and-environment-strategy>
- ^{ix} Vision Zero Partnership - <https://www.cprsp.co.uk/>
- ^x Cambridgeshire's Rights of Way Improvement Plan 2016 - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/rights-of-way-improvement-plan>
- ^{xi} Equality Act 2010 (guidance) - <https://www.gov.uk/guidance/equality-act-2010-guidance>
- ^{xii} Cambridgeshire's Single Equality Strategy - <https://www.cambridgeshire.gov.uk/council/communities/equality-and-diversity>
- ^{xiii} Cambridgeshire and Peterborough Joint Health and Wellbeing Integrated Care strategy 2022 - <https://www.cambridgeshire.gov.uk/residents/adults/adults-services-strategies-and-policies/joint-health-and-wellbeing-integrated-care-strategy>

^{xiv} BSIP – Bus Service Improvement Plan

^{xv} DTSA – Delivering Transport Strategy Aims Fund: Agreed at Highways and Transport Committee 4th July 2023

<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2105/Committee/62/Default.aspx>

Huntingdonshire Transport Strategy

Action Plan

Draft 2024



Introduction

In March 2023 an emerging Huntingdonshire action plan was adopted at Highways and Transport Committee as part of the Huntingdonshire Transport Strategy. It was agreed that further development would take place to create an updated Huntingdonshire Action Plan, and that this would be reviewed on an annual basis.

The action plan includes:

High-level actions:

Actions identified through the development of the Strategy that are needed to achieve its vision and objectives e.g. lobbying partners, development of new or updating existing guides or strategies, identifying further workstreams.

Strategic studies:

An issue, area or corridor that has been identified for transport improvements that require options assessment and feasibility

work to identify specific schemes and/or initiatives for future funding and delivery.

Local non-major schemes - cost <£500,000:

Identified schemes that are smaller scale localised improvements and initiatives that require minor feasibility and design to implement, with an estimated cost of under £500k.

Such schemes are eligible for Integrated Transport Block (ITB) Delivering Transport Strategy Aims (DTSA) funding. £1.350M of funding is allocated on an annual basis.

Strategic Schemes – cost >£500,000:

Identified schemes that require significant infrastructure development or improvement and have an estimated cost of more than £500k.

Such schemes are often developed in stages from high level feasibility/concept

design, through to detailed design and business case for funding to deliver.

Strategic schemes will be progressed through stages as funding opportunities are secured.

Local Highway Improvement (LHI) schemes:

Suitable schemes can be applied for via the existing [LHI programme](#)ⁱ and considered via the established process. This programme is primarily funded by Integrated Transport Block (ITB) Local Highway Improvement funding. £620,000 is allocated on an annual basis.

Third party schemes:

Some schemes have been identified as required for the area but are dependent on a third party to deliver e.g. bus services (responsibility of the Transport Authority - CPCA), rail improvements (delivered by Network Rail), trunk road improvements (delivered by National Highways).

Such schemes are primarily reliant on third party funding, however, S106 developer funding can be secured to some schemes through the planning process when opportunities arise.

Delivered schemes or actions:

Schemes or actions that have been completed since the last update of the action plan.

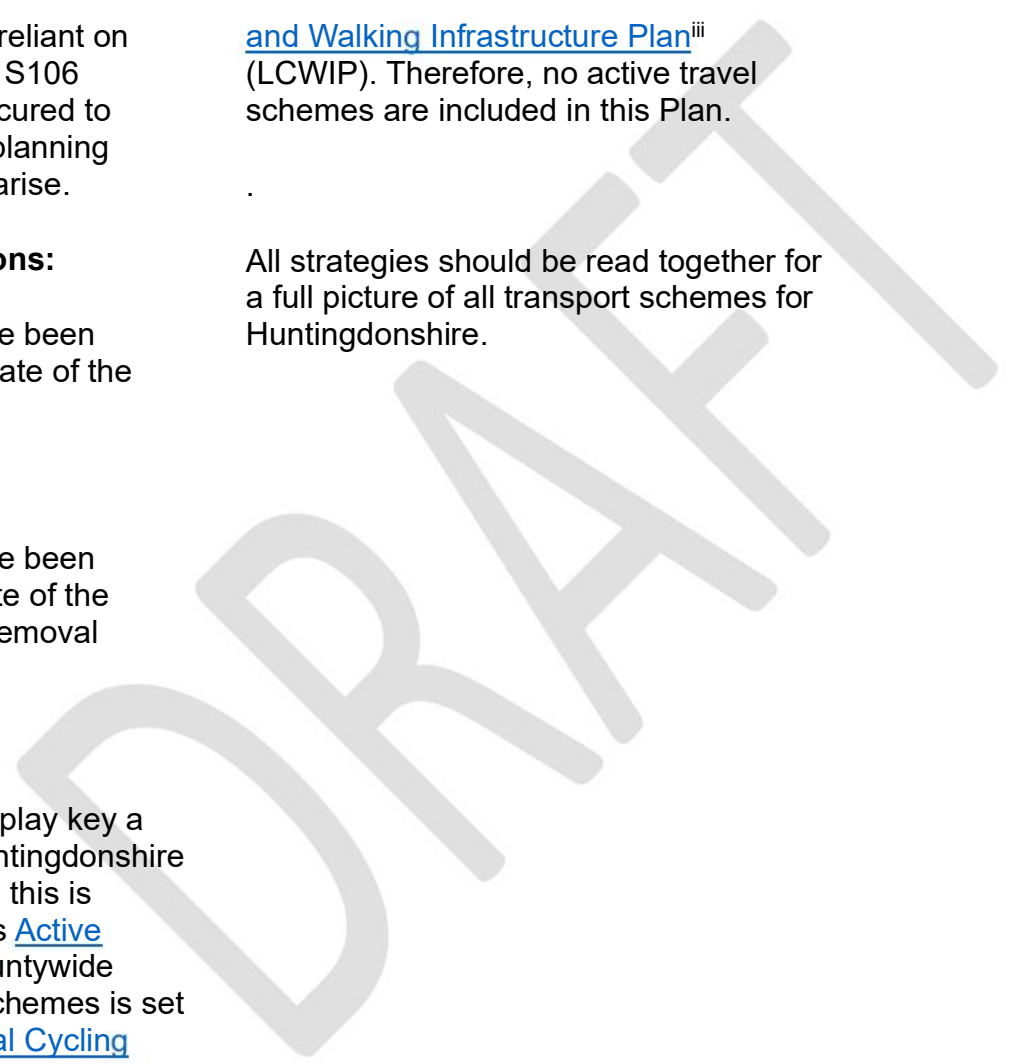
Removed Schemes:

Schemes or actions that have been removed since the last update of the action plan, with reason for removal stated.

Active Travel schemes will play key a role in the delivery of the Huntingdonshire Transport Strategy, however, this is covered by Cambridgeshire's [Active Travel Strategy](#)ⁱⁱ, and our countywide action plan of active travel schemes is set out in Cambridgeshire's [Local Cycling](#)

[and Walking Infrastructure Plan](#)ⁱⁱⁱ (LCWIP). Therefore, no active travel schemes are included in this Plan.

All strategies should be read together for a full picture of all transport schemes for Huntingdonshire.



Delivering the action plan

The action plan is dependent on funding being secured to progress schemes and studies through the various stages of development and delivery.

There are several potential funding sources to progress the schemes identified in all our transport strategy action plans:

- a.** Integrated Transport Block (ITB) funding (countywide) – including Delivering Transport Strategy Aims (DTSA) £1.350m and Local Highway Improvements (LHI) £620k.
- b.** Central Government funding bids – e.g. Transforming Cities Fund.
- c.** Direct funding bids to CPCA – as funding opportunities are released.
- d.** Section 106 developer funding or developer to deliver a scheme as part of their planning agreement.

The Integrated Transport Block (ITB) Delivering Transport Strategy Aims (DTSA) funding is the primary funding stream available, on an annual basis, to deliver schemes from our action plans. This funding is passported to the County Council from the Cambridgeshire and Peterborough Combined Authority. Due to the limited DTSA budget, £1.350M, eligible schemes are those that are typically:

- Deliverable within 1-2 years
- Local non-major schemes with scheme cost under £500K, or
- A large scheme requiring a funding contribution under £500k
- LCWIP Tier 1 schemes

The eligible schemes within the Huntingdonshire Action Plan will be scored and prioritised alongside all other eligible schemes across Cambridgeshire.

Policy context and alignment

All schemes align with a wider suite of policy documents as stated in the Huntingdonshire Transport Strategy. A summary of key considerations for all schemes and projects are as follows:

- Include a carbon assessment of all schemes on a project or scheme scale in alignment with the target of the CCC Climate Change and Environment Strategy 2022 to reach net zero carbon by 2045.
- Include within the scheme design how it will achieve the CCC commitment to 'doubling nature' to achieve biodiversity

net gain targets set in the CCC [Climate change and Environment Strategy](#)^{iv} 2022.

- All schemes must embrace the [Vision Zero](#)^v and Safe Systems approach from design through to delivery.
- Consider active travel and wider non-motorised users in all projects and schemes from design through to delivery in alignment with the approach set in Cambridgeshire's Active Travel Strategy 2023ⁱⁱ and Cambridgeshire [Rights of Way Improvement Plan](#)^{vi} 2016.
- Consider equality, diversity and inclusion in all projects and schemes from

design through to delivery in alignment with the [Equality Act 2010](#)^{vii} and Cambridgeshire's [Single Equality Strategy](#)^{viii} 2018-2022

- Consider the impact our transport projects and schemes have on achieving wider Council aims for health and wellbeing in alignment with the Cambridgeshire and Peterborough [Health and Wellbeing and Integrated Care Strategy](#)^{ix} 2022.

Huntingdonshire action plan

Strategic Studies:

Action Plan ID	Parish/ Area	Location	Description
TSH006	Alconbury Huntingdon St Ives	Between Alconbury Weald and St Ives	Study to investigate High Quality Public Transport between Alconbury, Huntingdon and St Ives
TSH008	Alconbury	Alconbury Weald	Study to investigate the need for a Public Transport Interchange at Alconbury Weald
TSH009	Huntingdon	Hartford	Study to investigate the need for a Public Transport Interchange at Hartford, Huntingdon
TSH023	St Ives	A1123 Houghton Rd to Hill Rise	Study to investigate on street bus priority measures on the A1123 through St Ives
TSH052	Huntingdon	Huntingdon	Study to investigate the need for Park & Ride around Huntingdon
TSH061	Huntingdon	Huntingdon	Study to review the operation of Huntingdon Ring Road and identify measures to reduce congestion, improve routes used by buses and improve infrastructure for NMUs
TSH065	Ramsey and wider area	Ramsey	Study to review accessibility needs to, from and within Ramsey and identify measures to improve access to key services. Study must include public transport and active travel modes and their infrastructure and connecting new developments
TSH067	District-wide		Investigate setting up mobility hubs in new developments to champion sustainable travel and provide a range of mobility solutions

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Huntingdonshire action plan

Local non-major schemes <£500k:

Action Plan ID	Parish/ Area	Location	Description
TSH005	Godmanchester	Riverside Road / Avenue Junction	Junction improvement
TSH014	Huntingdon	Main approaches to Huntingdon ring road	Introduce a variable message signing system to distribute traffic to car parks in Huntingdon
TSH016	St Ives	A141, A1123, B1514 rbt	Minor junction improvements
TSH021	St Ives, Wyton	B1090 Sawtry Way between A141 and A1123	Highway Capacity and safety improvements
TSH025	St Ives	Burstellers and The Pound	Traffic management
TSH037	St Neots		Explore options for improvements to prevent flooding at St Neots bridge to Little Paxton
TSH038	St Neots	Priory Lane	Traffic Management
TSH039	St Neots	Little Barford	Traffic lights at roundabout
TSH041	Little Paxton	Priory Hill Rd	Slope stabilisation and edge protection, plus pedestrian improvements. Investigate options for improving safety for crossing movements at the bottom of the hill towards Little Paxton
TSH044	St Neots	Eaton Socon	Extend westbound footway towards A1 (Bushmead Road), upgrade crossing facilities and reduce vehicle parking on Nelson Road and new kerbing and tactile paving and fence on Barford Road pocket park

Huntingdonshire action plan

Local non-major schemes <£500k:

Action Plan ID	Parish/ Area	Location	Description
TSH045	St Neots	Town centre	Upgrade SCOOT system
TSH046	St Neots	High Street, Market Square, South Street, Brook Street, Tebbutts Road and Church Street	Adjust kerbs/tactile paving, relocate bus shelter, remove some parking bays, improve uncontrolled crossing points and widen footways where appropriate.
TSH057	Elton	Junction with Elton Bridleway 17 and 26 and A605 Elton Bypass	Installation of safe crossing for Non Motorised Users
TSH056	Woodhurst	Public Bridleway No.1 between south end of bridleway and Old Ramsey Rd, Woodhurst	Reconnect bridleway/NMU path

Huntingdonshire action plan

Local highway improvement (LHI) schemes:

The proposed improvements listed below could be brought forward by local groups via the [LHI process](#).

Action Plan ID	Parish/ Area	Location	Description
TSH059	Abbots Ripton	Around Abbots Ripton	Environmental and public realm enhancement measures
TSH062	Brampton Huntingdon	Brampton to Huntingdon and Nuns Bridge	Investigate lower speed limit on approach to Huntingdon from Brampton to avoid cyclists having to avoid Nuns Bridge, encourage cycling and improve environment
TSH043	St Neots	Central Eynesbury: St Mary's Street, Berkley Street and Barford Road	Improved tactile paving, guard railing, new signs and maintenance where appropriate.
TSH040	St Neots	New Street	Speed reduction measures
TSH036	St Neots	Throughout St Neots	Bus stop improvements
TSH022	St Ives	Throughout St Ives, including Hill Rise	Bus stop improvements
TSH066	Kimbolton to St Neots	B645	Review speed limit on B645 to improve conditions for cycling

Huntingdonshire action plan

Third party schemes:

Action Plan ID	Third party	Parish/ Area	Location	Description
TSH001	National Highways	Buckden	A1 roundabout	A1 roundabout capacity improvements (National Highways Study)
TSH003	CPCA	Godmanchester Huntingdon	Godmanchester to Huntingdon and Godmanchester to Cambridge	Bus service improvements
TSH010	CPCA	Huntingdon	A141 Huntingdon	A141 Improvements CPCA study
TSH012	CPCA	Huntingdon	Stukeley Meadows	New regular bus service
TSH013	CPCA	Huntingdon	Huntingdon	Bus service revenue support in Huntingdon
TSH020	CPCA	St Ives	A1096	CPCA study – A1096 capacity improvements study
TSH027	CPCA	Houghton	Houghton	revenue support for bus service - Orchard House, Houghton
TSH035	CPCA	St Neots	Little Paxton	Bus service revenue support Little Paxton
TSH047	CPCA	St Neots	St Neots town centre	The St Neots Town Centre Transport Study
TSH050	CPCA	Huntingdonshire	District-wide	CPCA: Huntingdonshire Community Transport Service TING
TSH051	CPCA	St Ives, Huntingdon, Alconbury		Bus service improvements between Peterborough, Alconbury, Huntingdon and St Ives
TSH015	District		A14 bypass	Air Quality Management

Huntingdonshire action plan

Third party schemes:

Action Plan ID	Third party	Parish/ Area	Location	Description
	Councils			
TSH064	Network Rail	Huntingdon	Railway Station	Investigate with Network Rail the need for platform and facility enhancements to accommodate potential increases in passenger demand

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Huntingdonshire action plan

Removed schemes:

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Action Plan ID	Parish/ Area	Description	Reason
TSH002	Godmanchester	Traffic calming Godmanchester to town centre: Post Street, The Causeway, NCN51, Cambridge Rd	Combined with LCWIP scheme
TSH004	Godmanchester	Traffic calming. Post Street, The Causeway and Cambridge Street, Godmanchester	Duplicate of LCWIP scheme
TSH007	Alconbury Weald to Huntingdon	Alconbury Weald to Huntingdon HQPT	Combined with TSH007
TSH017	Huntingdon	Huntingdon Business Park to Sapley cycling/walking scheme	LCWIP scheme
TSH018	Huntingdon	Hartford – Sapley cycling/walking scheme	LCWIP scheme
TSH032	St Ives	Crossing of Hill Rise	LCWIP scheme
TSH033	St Ives	Widen crossing on St Audrey Lane	LCWIP scheme
TSH042	St Neots	Parapet upgrade Kimbolton Road	Maintenance scheme
TSH048	St Neots	Cromwell Road, Cambridge Street	LCWIP scheme
TSH049	St Neots	Berkley Street, St Mary's Street, Montagu Street	LCWIP scheme
TSH058	The Hemingfords	Traffic calming	LCWIP scheme
TSH060	Godmanchester	Modal filter	LCWIP scheme
TSH063	Huntingdon	Investigate traffic calming on A141	Removed until outcome of CPCA A141 study are known
TSH030	St Ives	Hill Rise between junctions of Old Ramsey Rd and Ramsey Rd	Active Travel Strategy

Action Plan ID	Parish/ Area	Description	Reason
TSH054	Woodhurst	B1040 junction of Wheatsheaf Rd/Woodhurst Cluster site	Safety scheme currently being progressed.

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References



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- ⁱ CCC Local Highway Improvement programme - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/local-highway-improvement-funding>
- ⁱⁱ Cambridgeshire's Active Travel Strategy 2023 - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridgeshires-active-travel-strategy>
- ⁱⁱⁱ Cambridgeshire's Local Cycling and Walking Infrastructure Plan 2022 - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridgeshires-local-cycling-and-walking-infrastructure-plan-lcwip>
- ^{iv} Cambridgeshire's Climate Change and Environment Strategy 2022 - <https://www.cambridgeshire.gov.uk/residents/climate-change-energy-and-environment/climate-change-and-environment-strategy>
- ^v Vision Zero Partnership - <https://www.cprsp.co.uk/>
- ^{vi} Cambridgeshire's Rights of Way Improvement Plan 2016 - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/rights-of-way-improvement-plan>
- ^{vii} Equality Act 2010 (guidance) - <https://www.gov.uk/guidance/equality-act-2010-guidance>
- ^{viii} Cambridgeshire's Single Equality Strategy - <https://www.cambridgeshire.gov.uk/council/communities/equality-and-diversity>
- ^{ix} Cambridgeshire and Peterborough Joint Health and Wellbeing Integrated Care strategy 2022 - <https://www.cambridgeshire.gov.uk/residents/adults/adults-services-strategies-and-policies/joint-health-and-wellbeing-integrated-care-strategy>

Appendix 3: Scoring Criteria for DTSA Funds

3a Transport Strategy Criteria

Score	Productivity Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity	Connectivity People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure	Climate Successfully and fairly reducing emissions to Net Zero by 2045	Environment Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.	Health Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stronger, fairer, more resilient communities	Safety To prevent all harm by reducing risk and enabling people to use the transport system with confidence. Contribute towards Vision Zero
3	Fully supports and contribute to developments and growth	Significant benefits to connectively for all purposes, and improves inequality in access	Directly contributing to reducing emissions to Net Zero by 2045	Likely to deliver direct significant benefits that improves green spaces and nature	Likely to deliver significant increase in access to active travel modes for all purposes	Likely to deliver significant benefits e.g. address existing accident cluster site
2	Supports developments and growth	Significant benefits to connectively for all purposes	Indirectly contributing to reducing emissions to Net Zero by 2045	Significant benefits to a transport network that improves green spaces and nature	Likely to deliver significant benefits in access to active travel or active lifestyles	Not an existing accident cluster site, but likely to deliver significant benefits that will reduce risk to road users
1	Likely to support limited aspects of development	Likely to improve connectivity for one/some purposes	Some contribution to reducing emissions	Minor positive impact on improving green spaces and nature	Some benefits but may not be in accordance with road user hierarchy	Some benefits and not an existing cluster site; or indirect improvement
0	Neutral	Neutral	Not expected to reduce emissions	Neutral	Neutral	Not expected to benefit road safety
-1	Minor negative impact on development	Minor negative impact	Minor negative impact e.g. likely to increase emissions in local area	Minor negative impact on green spaces and nature	Minor negative impact and may not be in accordance with road user hierarchy	Minor negative impact on safety
-2	Negatively impacts on developments	Wider negative impact e.g. reduce connectivity for some purposes	Wider negative impact e.g. highly likely to increase emissions	Wider negative impacts on green spaces and nature e.g. loss of access	Wider negative impacts and potential road user conflict	Wider negative impact on safety
-3	Significant negative impact on developments	Significant negative impact e.g. in severance	Significant negative impact e.g. will increase emissions	Significant negative impact on green spaces and nature e.g. loss of green spaces	Significant negative impacts or high risk of road user conflict	Significant negative impact on safety

3b Deliverability Criteria

Score	<u>Economic Case (scale of impact)</u> What is the scale of economic, environmental and social impacts of the project e.g. how many people will it benefit, local/countywide/strategic area covered	<u>Economic Case (value for money)</u> What level of benefits will the project deliver assessed against cost; either in Benefit Cost Ratio (BCR) or qualitative assessment	<u>Management Case (early delivery)</u> Is there certainty of commencing during 2024/25, certainty of statutory powers in place	<u>Management Case (stakeholder support)</u> Is there evidence of stakeholder support for the project from e.g. Members, the public, District Council, Parish Council, local MP	<u>Financial Case</u> Percentage of local contribution and level of private sector funding
3	Major/cross-district positive impact	High or very high value for money or BCR over 2	High certainty of commencement in 2024/25, statutory powers in place including land	Formal consultation carried out evidencing support	>50% some private or 30-50% mostly private
2	Mid-large scale positive impact	Medium value for money or BCR between 1.5 and 2	Can commence in 2024/25, low risk of issue with statutory powers	Supported multiple (e.g. public & Members)	30-50% some private
1	Small scale/localised positive impact	Low value for money or BCR between 1 and 1.5	Can commence late 2024/25, high risk of issue with statutory powers	Support indicated (public or Members)	<30% private
0	No impact or +/- balance	Very low value for money or BCR below 1 or No impact	Feasible, but highway land issues	No evidence	None
-1	Small scale/localised negative impact		Feasible, but highway land not sufficient / multiple issues	Minor opposition indicated	
-2	Mid-large scale negative impact		Feasible, but more significant issues with land, services, etc	Multiple opposition indicated (e.g. public & Members)	
-3	Major/cross-district negative impact		Not possible without major additional works	Formal consultation shows large opposition	

Appendix 4 – Recuperated DTSA Funds

Transport Proposals Database (TPD) ID	District	Location	Description Scheme	Funds recuperated	Comments
417	Fenland	Whittlesey, A605 roundabout at Broad Street/ Orchard Street/ Whitmore Street	Footway / Cycle Crossing Improvement	£50,000	Scheme withdrawn, no further funding required. Lack of local support for the project following consultation process.
418	Fenland	Whittlesey, Cemetery Road / Blunts Lane / A605 roundabout	Footway / Cycle Crossing Improvement	£50,000	Scheme withdrawn, no further funding required. Lack of local support for the project following consultation process.
872	Huntingdonshire	Ellington to Brampton foot and cycle way	New foot and cycle way	£25,000	Scheme withdrawn, no further funding required. Lack of local support for the project following consultation process.
706	Huntingdonshire	Huntingdon Road, St Neots	Relocate pedestrian crossing	£35,000	Crossing relocation completed with £35k underspend, (previous allocation was £80k).
916	City / South Cambs	Chesterton Road Junction with Carlyle Road, Cambridge	Safety improvements to junction including accident report, options report and delivery	£25,000	Funds received from Transforming City Fund, thereby freeing up DTSA funds previously allocated to this scheme.
513	East Cambs	Sutton - Road Safety-installation of Pelican crossing near school and the Brook	Signalised control crossing	£25,000	Funds received from Transforming City Fund, thereby freeing up DTSA funds previously allocated to this scheme.
968	Huntingdonshire	The Broadway, St Ives	Cycling/walking improvements from St Ives north to Town	£100,000	Funds received from Transforming City Fund, thereby freeing up DTSA

			Centre - Active travel improvements to The Broadway		funds previously allocated to this scheme.
1063	City / South Cambs	Duxford A505	Improvements to pedestrian crossing	£10,000	£40k was required from the 2023-24 £50k allocation; £10k returned. The developer has a S106 requirement to upgrade this at their cost.
930	City / South Cambs	B1049 / A14 Histon junction	Improve pedestrian and cyclist crossing facilities at the NE and MW quadrants of the Histon/A14 roundabout	£190,000	Funds awarded previously will complete the detailed desiedgn stage. Funds to progress the project further will be sought from other opportunities as they arise.
Total recuperated funds available				£510,000	
Annual DTSA fund expected from CPCA				£1,350,000	
Total DTSA funds available for 2024-25				£1,860,000	

Appendix 5 - DTSA Funding Allocations

Transport Proposals Database (TPD) ID	District	Location	Description	Scheme Cost	2024/25 funding request	Purpose of funds	Future funding required	Supporting information
1049	Fenland	Chatteris centre - Doddington	Consider on-road cycle lanes or shared use path on one side of Bridge Street to the roundabout. Re-align the roundabout to provide a safe crossing or consider a signalled crossing. Provide a 3m wide shared use path with solar studs.	TBD	£40,000	Design	TBD	Scored with DTSA Scoring Criteria in Dec 2023 ¹ ; scored position is 1 st .
138	City / South Cambs	St Neots Road, between junction with existing footpath that links to A1198 (Elsworth FP 17) and Cambourne Road, Cambourne	New shared use footway / cycleway.	TBD	£40,000	Design	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is 2 nd .
1067	City / South Cambs	Cottenham - Histon	Improve existing shared use path where possible and continue further into Cottenham. Where cycleway rejoins carriageway put in crossing point, and install traffic calming features to the High St.	TBD	£40,000	Design	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is 2 nd .
1028	East Cambs	Ely Centre - Ely Station	Back Hill & Station Road: consider further improvements to those currently proposed with possible traffic management changes. Widen existing shared-use path on west side of Station Road where possible and extend into Station access road and consider installing parallel crossing to station. Alternatively, continue cycle lane on northeast side of Station Road to the bridge and provide priority crossing and signalled crossing to station.	TBD	£20,000	Design	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 3 rd .
1097	Fenland	Chapel Road / North Brink (Wisbech Grammar)	Explore potential for 20mph school zone Linked to FTS001 and FTS114	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 4 th .
1098	Fenland	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	Explore options for 20mph school zone at Elm School including along West Street. Linked to FTS001	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 4 th .
1099	Fenland	Churchill Road / Ramnoth Road (Ramnoth Primary)	Explore potential for 20mph school zone on Ramnoth Road Linked to FTS001	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 4 th .
1101	Fenland	NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	Explore potential for 20mph school zone (Orchards Primary) Linked to FTS001 and FTS114	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 4 th .
1102	Fenland	High Road - Wisbech St Mary	investigate reduction in speed limit	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 4 th .
1106	Fenland	Gull Road - Guyhirn	Investigate reduction in speed limit	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 4 th .

¹ See DTSA Scoring Criteria in Appendix 3.

Transport Proposals Database (TPD) ID	District	Location	Description	Scheme Cost	2024/25 funding request	Purpose of funds	Future funding required	Supporting information
450	Fenland	Chatteris, Prospect Way -	New footpath to provide a continuous missing footway including Dock Road and Short Nightlayer's Drove.	TBD	£20,000	Feasibility 20k	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 5 th .
1053	Fenland	Elm to Wisbech town centre	Consider traffic calming on Main Road up to the junction with Low Road. Widen link to crossing of the A47. Facilitate continuation of route along Elm Road with proposed junction works or improve Weasenham Lane crossing. Consider traffic calming through town centre.	TBD	£20,000	Feasibility 20k	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 5 th .
1165	City / South Cambs	Willbrahams to Fulbourn	Modal filter and link to greenway.	TBD	£20,000	Feasibility	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 5 th .
1015	City / South Cambs	Riverside - Newmarket Road, Cambridge	Improvements to junction of Tesco's path and Riverside. Link to improved Newmarket Road cycle infrastructure or negotiate improved route through Cambridge Retail Park.	TBD	£20,000	Feasibility	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 5 th .
1064	City / South Cambs	Histon Busway South - Impington Village College	Resurface New Road (south). Provide shared use path from Bridge Road junction crossing into New Road (north). Consider providing parallel crossing before footway narrows and further traffic calming measures. Provide a direct route to school - an option could be to widen the footway to shared use with a narrowing to single carriageway where there is less space. Also consider formalising cut through from busway to New Road via Histon FC car park to provide direct route for those coming from the Orchard Park area.	TBD	£20,000	Feasibility	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 6 th .
1055	Fenland	Wisbech town centre - Leverington	Consider options for new pedestrian/cycle bridge linking to Hill Street and traffic calming on Chapel Road. Improve route through playing fields or alternatively consider modal filter on Harecroft Road or traffic calming with advisory cycle lanes. Consider shared use path on A1101 and B11769 or traffic calming measures if not feasible.	TBD	£40,000	Preliminary design	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 6 th .
1084	Fenland	Wenny Road (Cromwell College)	Investigate options for 20mph school zone.	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 7 th .
1089	Fenland	Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	Explore options for 20mph school zone (Park Lane).	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 7 th .
1152	Fenland	High Road - Tholomas Drove	Investigate reduction in speed limit	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 7 th .
754	East Cambs	Fordham - Between Fordham/Soham and Newmarket	Cycle route improvement between Soham/Fordham to Newmarket.	TBD	£40,000	Design	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 7 th .
504	East Cambs	Mepal - Cycle Improvement along A142 from Sutton	Segregated cycle route along A142 from Sutton to Mepal.	TBD	£40,000	Feasibility	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 7 th .
1085	Fenland	Burnsfield Street (Kingsfield Primary) /	Explore options to limit vehicle access to Burnsfield Street during peak (school run) times.	TBD	£20,000	Options appraisal	TBD	Scored with DTSA Scoring Criteria in Dec 2023; scored position is joint 7 th .

Transport Proposals Database (TPD) ID	District	Location	Description	Scheme Cost	2024/25 funding request	Purpose of funds	Future funding required	Supporting information
		Station Street (link path), Chatteris						
1086	Fenland	Burnsfield Street (Kingsfield Primary) / Station Street (link path)	Explore option for 20mph school zone on Station Street.	£10,000	£10,000	20mph flashing lights	£0	Scored with DTSA Scoring Criteria in Dec 2023; benefits to implementing this alongside scheme 1085 above, which is in the same location.
910	Fenland	B1166 Leverington Common crossroads, Bellamys Bridge	Investigate re-aligning the approach to crossroads to reduce risk of overshooting junction.	TBD	£30,000	Progress options appraisal	TBD	Site has accident history which is a long-standing community issue seen a priority by all four parishes that this boundaries on.
920	East Cambridgeshire	C315 Market St junction Lynn Road, Ely	Safety improvements to junction. To include accident report, options report and some pre-liminary design work	TBD	£20,000	Design	TBD	Already in receipt of DTSA funds; project in progress.
948	City / South Cambs	Ditton Lane between High Street Fen Ditton and SCDC car park (142 Ditton Lane)	Widening of west side footway to create shared use path; measures to stabilise embankment (Highways land).	TBD	£450,000	Construction	TBD	Already in receipt of DTSA funds; project in progress.
898	Huntingdonshire	Huntingdon to Alconbury Weald	Improved walking and cycling route – part of National Cycle Network Route 12.	TBD	£100,000	Progress design proposals	TBD	Already in receipt of DTSA funds; project in progress.
44	City / South Cambs	Oxford Road / Windsor Road	Active travel improvements.	TBD	£300,000	Construction	TBD	Already in receipt of DTSA funds; project in progress.
24	City / South Cambs	Ring Fort Path link, between Orchard Park and A14 Histon Interchange	Footway/cycleway improvements.	£553,000	£70,000	Construction	£0	Already in receipt of DTSA funds; project in progress.
468	East Cambs	Ely	Pedestrian and cycle link (bridge) to connect Summer Hayes (off Henley Way) to Merivale Way, Ely.	TBD	£40,000	Design	TBD	Previously awarded DTSA funds were returned; project now ready to start.
N/A	Countywide	Countywide	Continue to develop and implement the countywide 20mph programme by allowing applications countywide.	£450,000	£150,000	Design and construction	TBD	Already in receipt of DTSA funds; programme in progress. This is the final instalment of previously approved allocation.
N/A	Countywide	Countywide	Risk allowance	N/A	£35,000	N/A	N/A	Risk allowance.
			Total allocations for 2024-25		£1,860,000			
			Total DTSA funds available for 2024-25 (annual DTSA of £1,350,000 plus recuperated² DTSA funds of £510,000)		£1,860,000			

² See Recuperated Funds in Appendix 4.

Procurement of Legal Advice on the Guided Busway

To: Highways and Transport Committee

Meeting Date: 5 March 2024

From: Executive Director for Place and Sustainability

Electoral division(s): n/a

Key decision: Yes

Forward Plan ref: 2024/051

Executive Summary: This report seeks authority to procure legal advice, through an appropriate framework, for the Council in relation to the Cambridgeshire Guided Busway.

Recommendation: a) It is recommended that Committee delegates authority to the Executive Director Place and Sustainability in consultation with the S151 Officer to award and execute a contract(s) and any other associated legal agreements or documents for the provision of legal advice and extension periods.

Officer contact:

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 The Cambridgeshire Guided Busway provides a key sustainable link between our communities and key health, employment and leisure opportunities. The ongoing safe and efficient operation of the busway supports multiple Cambridgeshire County Council ambitions.
- Ambition 1: Net zero carbon emissions by 2045.
 - Ambition 2: Travel across the county is safer and more environmentally sustainable.
 - Ambition 3: Health inequalities are reduced.
 - Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

2. Background

- 2.1 The Health and Safety Executive (HSE) publicly announced its intention to prosecute the County Council on 11 May 2023¹ in connection with three fatal incidents, and one serious incident on the Cambridgeshire Guided Busway.
- 2.2 The Health and Safety Executive indicated that the County Council will face a charge under s3(1) of the Health and Safety at Work etc. Act 1974. At the time of writing this report, the County Council awaits further detail on the nature of the prosecution.
- 2.3 Until the matter concludes, there is an ongoing requirement for legal advice. To date, this advice has been provided to the County Council by Weightmans LLP. The choice of legal representation in relation to the HSE investigations was made by the Council's insurer's Zurich and there is not a requirement to undertake a full, open procurement.
- 2.4 A delegation is required from the Highways and Transport committee for the Key Decision to spend over £500k with Weightmans for the required legal services.

3. Main Issues

- 3.1 In the case of a complex, high value, serious injury or fatal incident that may give rise to a claim, the Council's insurers will require that the Council appoints legal representation that it deems to be suitable to the risks of the case.
- 3.2 Furthermore, legal advice given in preparation of legal proceedings or "where there is a tangible indication and high probability that the matter to which the advice relates will become the subject of such proceedings", is exempt from Public Contracts Regulations 10(d) and under the Contract Procedure Rules (as amended) there is now no requirement to tender this type of legal services.
- 3.3 A Key Decision is sought in respect of future expenditure on the case, which will exceed £500,000. Whilst it is difficult to forecast with certainty, anticipating a trial, the total cost is estimated to be an additional £1,000,000.

¹ [HSE to prosecute Cambridgeshire County Council over busway deaths | HSE Media Centre](#)

4. Alternative Options Considered

- 4.1 Alternative option – no legal support. There is significant risk associated with a lack of appropriate legal advice and representation at any prosecution. It is a requirement of our insurers that we use Weightmans.

5. Conclusion and reasons for recommendations

- 5.1 It is concluded that legal advice through Weightmans is required to assist the County Council in appropriately responding to the prosecution.

6. Significant Implications

6.1 Finance Implications

The financial implications are set out in this paper. Current costs incurred amount to £617,000, paid for through the County Council's insurance fund. Further work is being undertaken to identify funds that will potentially be recoverable from the Council's insurance, and this matter will require further exploration when the details of the prosecution are known. Future costs are predicted to be £1,000,000.

6.2 Legal Implications

The legal implications are set out in the paper.

6.3 Risk Implications

The risk implications are set out in paragraph 4.1 of this paper.

6.4 Equality and Diversity Implications

There are no equality and diversity implications.

6.5 Climate Change and Environment Implications

There are no climate change and environment implications.

7. Source Documents

- 7.1 None

Electric Vehicle Charging Cable “Crossing-Over” Pilot

To: Highways & Transport Committee

Meeting Date: 5 March 2023

From: Executive Director Place & Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Executive Summary: Enabling Electric Vehicle charging cables to “cross-over” the footway will help to reduce a barrier to the uptake for residents without off-street parking by alleviating the cost of charging.

A risk-based review of the options has been undertaken and a proposal for a limited, timebound pilot scheme is outlined in the report.

Recommendation: The Committee is recommended to:

- a) Note the progress to date and the issues surrounding cable crossing-over, including the opportunity cost associated with not allowing crossing-over.
- b) Agree to the further development and roll out of the pilot as outlined at Section 3 of this report.
- c) Delegate authority to the Executive Director Place and Sustainability in consultation with the Chair and Vice Chair of the Committee to launch the pilot, subject to provision of further technical advice and securing suitable licencing (or other contractual) arrangements.
- d) Delegate authority to the Executive Director Place and Sustainability in consultation with the Chair and Vice Chair of the Committee to award and execute any contracts required to deliver the pilot.

Officer contact:

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 **Ambition 1:** Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes:

The pilot support residents to swap to electric vehicles by providing a means for residents who do not have off-street parking to use their own domestic electricity supplies which are often significantly cheaper than public chargers. This will help support decarbonisation of transport in the county.

If successful, there may be a wider environmental benefit through providing a mechanism for home charging that might dissuade people from turning front gardens into driveways which has negative impact on biodiversity, flooding, adaptation and heat island effect.

- 1.2 **Ambition 2:** Travel across the county is safer and more environmentally sustainable
The pilot supports the transition to more sustainable transport through provision of cheaper home charging. There may also be a benefit should fewer EV chargers be required on the highway causing less potential interference with active travel/wider transport plans.

- 1.3 **Ambition 4:** People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

In the long term it is people with mobility challenges who are most likely to still require private cars and therefore need appropriate means to decarbonise those vehicles. Should the pilot be successful it provides the council and residents another option to support these individuals through the services that would be provided.

- 1.4 **Ambition 5:** People are helped out of poverty and income inequality

If successful, the pilot will provide a cheaper solution than public chargepoints. As the sale of new petrol/diesel vehicles will wind down and stop by 2035, access and costs of charging will become an increasing challenge for the Council. This pilot explores a solution for the long term that overcomes future fuel poverty challenges.

2 Background

- 2.1 Transport accounts for around 27% of Cambridgeshire's carbon footprint, with cars' contribution forming over half of this. Electric Vehicles (EVs) have a key role to play in meeting the Council's ambitions regarding achieving net zero for the County.
- 2.2 Charging using home electricity supplies can be significantly cheaper than public charging, through a combination of lower taxation levels, domestic sector cost-caps and emerging preferential EV domestic supply tariffs that are not available to the commercial sector.
- 2.3 However currently only those residents with off-street parking are able to take advantage of these lower electricity costs. This is shown to be putting off for many transitioning to EVs.
- 2.4 EV "crossing-over" is the trailing of a cable across the footway from a domestic electricity supply to a vehicle parked adjacent on the highway. If unmanaged this could introduce a range of safety, equity, and risk / liability issues.

- 2.5 Section 178 of the Highways Act states that “no person shall fix or place any ... cable, wire or other similar apparatus over, along or across a highway without the consent of the highway authority for the highway”. This provision is designed to ensure safe conditions on the highway.
- 2.6 On 5th December 2023 the Highways & Transport Committee approved an On-Street Electric Vehicle Infrastructure Policy (“the Policy”) which sets out what is, and is not, acceptable on the highways with regards to EV charging infrastructure. The policy currently prohibits the use of cable crossing-over. However, the benefits of being able to use domestic energy supplies was acknowledged, and Committee agreed a recommendation for officers to explore the range of cable management solutions available on the market and develop a proposal for a pilot to inform the future Policy.
- 2.7 This paper outlines the proposed pilot, seeking approval to proceed with its development and deployment.

3 Main Issues

- 3.1 There are a number of challenges that must be considered when thinking about trailing a cable across the footway, regardless of the mechanism used. These include:
- Equality and Accessibility: Any solutions that involved implementing new infrastructure on the footway have the potential to impede footway users, with a further potential to disproportionately impact those with protected characteristics or reduced mobility.
 - Introduction of trip or electrical hazards: Linked to the above, allowing electrical cables across the footway could increase risks of trips/falls. There is also a low likelihood of increasing electrical hazards, particularly if residents are using damaged, “daisy chained” or over-loaded cables.
 - Licencing and liability – A licence, or other formal agreement, must be provided to a resident (or property) by the Highways Authority to give the relevant permissions and rules that must be adhered to when using any solution. Transfer of liability should an incident occur as a result of these rules not being followed is a key element. However, there is uncertainty over the appropriate contractual arrangements for this – alternatives to provisions within the Highways Act may be required. Currently, different authorities are taking different approaches as there is no clear mechanism within the legislation.
 - Introduction of new assets across the footway may make established maintenance activities (e.g., footway slurry sealing) harder, more costly and/or more time consuming.
 - Other practical challenges – including:
 - inability within current Highways Authority powers to designate parking bays to individuals outside their homes.
 - ensuring residents use any solution correctly and safely.
 - home safety regarding use of 3-pin cables to charge; and
 - planning permission requirements around installation of EV chargers.

3.2 The development of the pilot has taken a risk-based approach, attempting to balance the risk of not supporting home-charging with the issues outlined above. To date, work to inform this approach has included:

- Research and options appraisal informed by conversations with other Highways Authorities that are already allowing crossing-over; current best practice guidance; workshops and events with other Highways Authorities, Energy Savings Trust and DfT; and legal review of the Highways Act to ascertain appropriate licensing approaches. Officers are also exploring opportunities to visit LAs with crossing-over solutions already in situ.
- Conversations with the market to understand the various solutions available, costs and how some of the issues identified in paragraph 3.1 have been managed through the solution design. The intention is to hold a formal supplier/market engagement day as part of the procurement process.

Pilot Design:

3.3 The pilot will operate across the whole of the County, to ensure that the solutions are tested across a range of streetscapes and housing types. Residents will be invited to take part on a first come – first served basis, and assessed for suitability, until the maximum number is reached for that District area. Where possible, people with protected characteristics will be proactively sought to join the pilot as they may provide valuable insight into the assessment of the pilot’s success.

3.4 Eligibility and suitability criteria will be developed and informed by the constraints of the solution available. It is likely that homes that open straight onto the footway, particularly where the footway is already narrow, will be ineligible to participate, as the addition of a charger and plug will further narrow a footway and impinge on pedestrian access. In these locations provision of public EV chargepoints may be the only viable option.

3.5 There are a range of different crossing-over solutions available, each with their own pros and cons. Following market research and building off the experiences of other Local Authorities, this pilot will test a single option in the first instance.

3.6 The pilot will be deployed in a two phased approach, to enable early issues to be detected before too much deployment has taken place. Phases will be broken down as shown in

3.7	Target no. homes in each District	Duration
Project Set up	-	3 months
Phase 1	Ten	Recruitment & Selection= 2 months Deployment activities = c.4 months Operation & Evaluation = 3 months
Phase 2	Further 40	Recruitment & Selection = 3 months Deployment activities = c.9 months Operation & Evaluation = 3 months
	Total targeted = 250	Total duration = 24 months

- 3.8 below and progression will be based upon the success of the previous phase (see paragraph 3.9 on Feedback and Monitoring).
- 3.9 The numbers targeted assume appetite is reasonably high and equally distributed across the County – the split across District areas could be changed during the pilot if required. If there is demand beyond the levels noted above, consideration will be given to whether it would be appropriate to increase the numbers, in the context of this being a trial.
- 3.10 A general principle that a home with a driveway available for the resident(s) to use will not be eligible for this pilot will be adopted. This is to ensure support is focussed on those who have no other means the charge off the highway.

Table 1: Phased design of the proposed pilot, with indicative timeframes.

(The testing of deployment timeframes is part of this pilot, so timeframes may change).

	Target no. homes in each District	Duration
Project Set up	-	3 months
Phase 1	Ten	Recruitment & Selection= 2 months Deployment activities = c.4 months Operation & Evaluation = 3 months
Phase 2	Further 40	Recruitment & Selection = 3 months Deployment activities = c.9 months Operation & Evaluation = 3 months
	Total targeted = 250	Total duration = 24 months

- 3.11 Feedback and monitoring of the pilot will take place throughout. Participants will be asked to provide their views on a range of criteria including application process, costs, comments on the solution they are testing and any suggestions for improvements. Consideration will also be given to undertaking a targeted survey of residents in areas where the pilots are taking place to understand any concerns from those using the footway but not part of the pilot. The results will be used to shape next steps and inform decisions on wider roll out.
- 3.12 Following Phase 2, a report will be prepared, and feedback provided to Committee.

Delivery mechanism

- 3.13 The pilot has been designed to enable residents to apply to participate in the pilot and obtain advice and guidance as to how best to implement charging systems that cross over the highway. This will be subject to further design before we launch the pilot.
- 3.14 Procurement: Any works on the highway would be delivered through compliant procurement arrangements
- 3.15 Enforcement for correct usage of the solution will be possible, with penalties built into the licence/contractual mechanism for improper use.

Funding and Resourcing

- 3.16 The pilot has been designed to test both the crossing-over solution and the implementation and funding mechanism that will be required should large-scale deployment be agreed in the future. It follows the principles of other paid-for services that residents may apply for on the highway, such as for dropped kerbs or access protection marking.
- 3.17 Residents will be required to pay the full cost of the crossing-over solution, from application through to installation. There may be variance in costs at different sites based upon site specific needs – for example, longer channels will be required for wider pavements. Officers continue to explore options to reduce this between site cost variation as much as possible and to explore alternative funding that may be used to subsidise the cost to the resident.

Risks

- 3.18 See full risk register appended to this report. There are a number of risks presented, and these should be viewed as a balance between the risks associated with not piloting solutions and the risks the pilot may introduce.
- 3.19 The risks associated with not undertaking the pilot (and potentially not allowing full scale roll-out) are significant. See risks A, B and C. These can be managed through deployment of the pilot project.
- 3.20 There are several risks that may be introduced onto the highway should the pilot – and later full scale roll out – go ahead. These are numbered 1-11. Generally, these can be mitigated. However, the potential negative impact of large numbers of pavement channels on routine preventative maintenance (risk 2) remains a high and therefore the pilot will examine potential solutions to addressing these risks.
- 3.21 Generally, there are higher risks from “doing nothing” than from undertaking a pilot and mitigating the key issues through pilot design.

Other Considerations:

- 3.22 **Planning permission for chargers**
The installation of a home EV charger will be encouraged but is not essential. Should a resident wish to install an EV charger on their home to enable faster and safer charging when “crossing-over”, it will be that resident’s responsibility to secure planning permission. As the vehicle being charged is located on the public highway, the charger falls outside of permitted development and planning permission will be required in all cases. Officers are liaising with colleagues in the Local Planning Authorities to understand their position on such installations.
- 3.23 **Parking in proximity to the property**
There are currently no powers available to Highways Authorities to designate parking spaces to any individual, property or vehicle. As such, it is possible that even with crossing over solutions installed, residents may still be unable to use them on some occasions. However, evidence from pilots in other areas suggests residents have been cooperative with each other regarding swapping parking spaces to allow each other to charge. Expectations around this will need to be managed.

Pilot closure

- 3.24 A managed process will be required at the end of the pilot phase. Following a review of the pilot evaluation three options will be available:

Option	Decision Requirement	Impact on deployed solution
Pilot deemed a success and larger scale deployment is recommended	A decision to support larger scale deployment will be required by Environment & Green Investment Committee	none

Option	Decision Requirement	Impact on deployed solution
Pilot deemed unsuccessful and no further deployment will take place	A decision to cease the pilot and not support further deployment will be required by Highways & Transport Committee	none
Pilot deemed unsuccessful and installed solutions are to be removed and contractual arrangements with residents terminated	A decision to cease the pilot, not support further deployment and to remove deployed solutions will be required by Highways & Transport Committee	Solution to be removed by the Council at cost. Resident may need to be refunded for part or all of the pilot fees.

4 Alternative Options Considered

4.1 Alternative options that have been considered include:

- **Do nothing –**
 Rows 1-11 of the risk appraisal in Appendix 0 set out the risks the council will continue to be exposed to should a solution to trailing a cable across the footway not be found. The unmitigated risk levels exceed the Council's risk appetite and therefore require pro-active mitigation that will be highly limited in the absence of this pilot.
- **Delivery of a pilot via a procured third-party mechanism**
 While turn-key solutions are available on the market, these vary dramatically in terms of cost, the service level provided, solution specification and maintenance requirements. This option has been explored however it becomes challenging to specify a specific solution that Officers consider most appropriate for the highway in terms of managing many of the risks highlighted in the risk register, particularly installation quality and managing the licencing/contractual arrangements. Even with these options, application and survey fees as well as licencing applications would be required. As such, this is not the recommended option at this time.
- **Licencing the use of cable protectors**
 Other highways authorities are trialling the provision of licences to cross-over with the use of a cable protector or other protection to limit the trip hazard. This option has a number of challenges associated with it, particularly around: enforceability of correctly applied mats/covers; accessibility as pedestrians will still be required to step/wheel over the cable; and the temporary nature of the solution coupled with high chances of tampering by third parties. As such, this option is not recommended at this time.

5 Conclusion and reasons for recommendations

- 5.1 The format and pilot recommended provides the best compromise between deployment of a solution to cable crossing-over while managing the potential risks the solutions introduce onto the public highway. Taking a more cautious pilot approach should help manage the Council's risk exposure, between the "do nothing" risk and the risks associated with supporting a larger scale deployment at this time.

6 Significant Implications

6.1 Finance Implications

There is currently no funding allocated to this pilot. As such the pilot is designed to be self-funding with recipients of the solution covering the full associated cost of provision. While intended to be funded, there remains a potential impact on staff capacity due to the potential uplift in applications to process and sites to visit.

Should the pilot be unsuccessful, and the solution require removal, then the council will need to fund this process. It is possible that the council will also need to re-imburse the resident for some or all of the costs paid to install. While the likelihood of this happening is low, budget to cover this has not yet been identified.

6.2 Legal Implications

Pathfinder are reviewing the Highways Act to identify the appropriate legal mechanism to licence or contract use of the solution to the resident. There is no clear pathway and different Highways Authorities are taking different approaches. Any mechanism will incorporate appropriate measures to pass on liability for incidences occurring from miss-use of the solution to the resident. This work is ongoing.

6.3 Risk Implications

As the Highways Authority, the council has a duty of care to maintain the safety and usability of roads that are kept at public expense. The pilot has been designed to manage the risk of this duty being challenged, and analysis strongly suggests that the risk to the Council is greater should no pilot be delivered. See 0 and 0 for full details.

6.4 Equality and Diversity Implications

An Equality Impact Assessment has been completed for this project – Ref CCC583651929. There are no significant potential equality implications identified at this time, however, impacts on those with protected characteristics is a key element that will be monitored through the pilot.

6.5 Climate Change and Environment Implications (Key decisions only)

Should the pilot be successful it will provide Cambridgeshire residents with another option to charge their vehicles, thereby supporting the transition to EVs and net zero.

7 Source Documents

7.1 None

Appendix: 1 High Level Risk Register, using the Council’s corporate risk matrices

#	Element	Risk Description	Triggers/ Causes	Impacts	L	S	Risk	Control Measure	Residual Risk		
									L	S	Risk
A	Inaction on crossing-over solutions	Residents using unapproved methods to trail cables across footways / trailing cables across footways with no permissions (in breach of Highways Act)	<ul style="list-style-type: none"> Lack of alternative solutions provided by the Highways Authority Poor accessibility and/or high costs of public EV chargers 	<ul style="list-style-type: none"> Trip hazard introduced to the highways Legal challenge on lack of solutions or as a result of enforcement Legal challenge are as result of trips/falls on the footway due to the Council's lack of enforcement Legal challenge under the Equalities Act Long term, potentially nationally significant reputational damage Those with protected characteristics and/or reduced mobility are disproportionately impeded from using the footway 	5	5	25	<ul style="list-style-type: none"> Enabling residents to trail cables in a safe manner Improved provision of EV chargers 	2	2	4
B	Inaction on crossing-over solutions	Residents without driveways dissuaded from switching to EV due to a lack of charging infrastructure	<ul style="list-style-type: none"> Higher costs of public charging make EV financially less attractive than ICE Insufficient EV charging solutions made available to residents 	<ul style="list-style-type: none"> Local (and national) net zero and air quality targets are missed Long term, potentially nationally significant reputational damage 	4	5	20	<ul style="list-style-type: none"> Enabling residents to trail cables in a safe manner Improved provision of EV chargers 	2	1	2
C	Inaction on crossing-	Reputational damage and confidence of key and national	<ul style="list-style-type: none"> Continued refusal to allow crossing-over despite desire from local partners and other LA allowance of 	<ul style="list-style-type: none"> Other transport related partnerships are undermined due to perceived in action The Council is unprepared for 	5	5	25	<ul style="list-style-type: none"> Enabling residents to trail cables in a safe manner Improved provision of EV chargers 	2	1	2

#	Element	Risk Description	Triggers/ Causes	Impacts	L	S	Risk	Control Measure	Residual Risk		
									L	S	Risk
	over solutions	partners (e.g. District Councils, DfT etc) is undermined	it	emerging national policy on EV crossing-over (see The Plan for Drivers, Oct 2023) <ul style="list-style-type: none"> Funding opportunities are missed or more challenging 							
1	Provision of crossing-over solutions	Inappropriate legal instrument used to licence solutions	<ul style="list-style-type: none"> Lack of clear method within the Highways Act to licence trailing cables Inability to identify a satisfactory licence to utilise Liability to effectively transfer liability to the homeowner/property 	<ul style="list-style-type: none"> Liability is not adequately transferred from the Council to the resident The Council is exposed to legal challenge and liability should incidences occur 	4	3	12	<ul style="list-style-type: none"> Taking legal advice Reviewing approaches taken by other Highways Authorities Integrating public liability insurance requirements into the licence/contract with the resident/property 	2	2	4
2	Provision of crossing-over solutions	Solutions impede delivery of routine and planned preventative maintenance on the footway	<ul style="list-style-type: none"> Solutions require changes to existing maintenance processes or solutions prevent existing practices from taking place 	<ul style="list-style-type: none"> Significant cost uplift associated with footway preventative maintenance and/or inability to continue existing maintenance practices, leading to greater and more significant maintenance requirements Technical and/or financial impediment to highways schemes where a footway is involved 	5	4	20	<ul style="list-style-type: none"> Limiting the number of gullies that may be deployed and/or only installing gullies after a maintenance activities take place Removal and reinstatement of gullies built into preventative maintenance works packages Integration of a committed sum from the resident contributing to the increased maintenance costs to the council NOTE: control measures are generally unsatisfactory and have significant cost and reputational implications 	4	4	16

#	Element	Risk Description	Triggers/ Causes	Impacts	L	S	Risk	Control Measure	Residual Risk		
									L	S	Risk
3	Provision of crossing-over solutions	Solutions introduce new trip or electrical hazard onto the footway and/or those with protected characteristics or reduced mobility are disproportionately impaired from using the footway	<ul style="list-style-type: none"> The installed solution (fixed or temporary) is itself a trip hazard due to its design, installation and/or poor maintenance Residents do not use the solution correctly and/or do not maintain it correctly, introducing a trip or electric hazard on the footway Residents do not remove the charging cable after use, leaving it in-situ within the crossing-over solution Residents use damaged or sub-standard cables, introducing an electrical hazard 	<ul style="list-style-type: none"> Trips or electrocution of individuals using the footway, including resulting claims against the Council Damage to other vehicles and property 	4	4	16	<ul style="list-style-type: none"> Continued monitoring of best practice to inform the council's approach Only solutions specifically designed for use by EV charging cables and in the public footway will be considered. Solutions which are as automatic and require the user to do a little as possible will be preferable. i.e. a channel with a automatic closure would be preferable to one which the user has to manually close them. Solutions have an Equalities Impact Assessment undertaken to identify and manage any issues Instructions for use and appropriate enforcement and liability insurance requirements are included in the licensing arrangements, with ability to revoke licence for repeated miss-use, including reminder for Rule 239 of the Highway code. Individual sites are assessed for suitability and requirements for using the solution are built into the enforceable agreement/license contract 	3	2	6
4	Provision of crossing-over solutions	Solutions are not reinstated correctly following other street works by	<ul style="list-style-type: none"> Third parties do not adequately understand complexities or reinstatement methodology 	<ul style="list-style-type: none"> Rectification costs to the Council Residents are unable to use the solution and/or trip hazards are introduced Lengthy/costly disputes with utilities to enforce reinstatement 	4	2	8	<ul style="list-style-type: none"> Licences/contracts to include provision requiring reinstatement Local Highways Officers, as part of routines checks following licenced works, to check reinstatement is suitable 	3	1	3

#	Element	Risk Description	Triggers/ Causes	Impacts	L	S	Risk	Control Measure	Residual Risk		
									L	S	Risk
		third parties (e.g. utilities)		<ul style="list-style-type: none"> requirements Reputational damage with residents and utilities 				<ul style="list-style-type: none"> Stock of replacement solutions available for utilities to purchase if required 			
5	Provision of crossing-over solutions	Resident expectation of having a dedicated parking space adjacent to their home to charge and/or an EV charger on their home	<ul style="list-style-type: none"> Lack of clear communications detailing what is and is not included with having a crossing-over solution installed 	<ul style="list-style-type: none"> Reputational damage as residents believe they have paid for a service they are not receiving Increase in existing tensions relating to residential parking, where residents feel neighbours are parking in "their space" 	4	4	16	<ul style="list-style-type: none"> Clear messaging is provided to residents a parking space on the highway is not included as part of the solution nor can it be obtained under current highways authority powers. Inform residents that parking disputes relating to parking in front of properties or requests for parking bays will not be dealt with by the council Clear statement of what is and is not included in a scheme and signposting where other permissions may be required - e.g. planning permission for a charger 	1	1	1
6	Provision of crossing-over solutions	Provision of a new service (i.e. gullies etc) introduces new resource and capacity pressures with insufficient resource to support	<ul style="list-style-type: none"> Inability to adequately estimate additional resource requirements due to innovative nature of the project Inability to set fees to residents that cover costs while not activating to dissuade interest in the solutions 	<ul style="list-style-type: none"> New financial burden on the highways directorate Roll out is delayed, leading to reputational damage Residents do not take up the solution due to cost 	4	3	12	<ul style="list-style-type: none"> Review of existing capacity and timelines for new processes and deployment are built around this capacity Develop a clear pricing schedule, built up from individual stages of the resident's application pathway, providing clarity to residents on the reasons for the costs 	4	2	8
7	Provision of crossing-	Perceptions of privatisation of the public	<ul style="list-style-type: none"> Large scale roll out of solutions begin to dominate the public 	<ul style="list-style-type: none"> Complaints and reputational damage Legal challenge 	3	3	9	<ul style="list-style-type: none"> Individual sites will be assessed to ascertain the best positioning of the solution being mindful of potential 	1	2	2

#	Element	Risk Description	Triggers/ Causes	Impacts	L	S	Risk	Control Measure	Residual Risk		
									L	S	Risk
	over solutions	highway in serving specific individuals who can afford an EV, undermining the mandate for the public highway to be managed and maintained for all users	footway <ul style="list-style-type: none"> Costs of EVs do not reduce as anticipated and cost parity with ICE is not achieved, meaning some residents are priced out of the market and large-scale use of the public footway for EV solutions is not equitable. 					further deployment <ul style="list-style-type: none"> Close monitoring of deployment and seeking views on appetite for the solutions to understand potential future issues Enforcement of solution use and licencing to minimise impact on the footway Monitoring EV uptake across the County to understand if certain areas or individuals are excluded Traffic Regulation Orders (TROs) will not be provided to limit spaces associated with a crossing-over solution to electric vehicles only. 			
8	Provision of crossing-over solutions	Expectations on suitable locations for cross-over solutions and length of time from order to install are not inline with expectations from the public	<ul style="list-style-type: none"> Expectations are raised as to where cross pavement channels can be installed The length of time from resident ordering the channel to it being installed is likely to be significant 	<ul style="list-style-type: none"> Complaints and reputational damage Legal challenge 	3	3	9	<ul style="list-style-type: none"> Information provide to residents will be clear on where channels can and cannot be installed Information will be clear on the likely length of time to install from placing the request 	1	2	2
9	Provision of crossing-over solutions	Resident moves away from the property and the channel remains	<ul style="list-style-type: none"> Resident moves out of property 	<ul style="list-style-type: none"> Channel is incorrectly used my new resident 	4	2	8	<ul style="list-style-type: none"> Legal agreement is linked to the property rather than the resident Legal agreement states that if the resident moves they pay for the channel to be removed or ensure the new 	4	1	4

#	Element	Risk Description	Triggers/ Causes	Impacts	L	S	Risk	Control Measure	Residual Risk		
									L	S	Risk
		in the public highway.						resident signs the agreement			
10	Provision of crossing-over solutions	Pilot is unsuccessful and removal of solutions is required	<ul style="list-style-type: none"> Change in national policy and/or legislation that moves away from crossing-over as a solution Use/miss-use of the solutions leads to multiple incidences/accidents 	<ul style="list-style-type: none"> Costly removal of solutions and "making - good" are required at cost to the council Management of refunds to residents who have purchased the crossing-over solution and licence/contract Reputational damage 	3	4	12	<ul style="list-style-type: none"> Pilot is designed with other risks mitigated to support a successful outcome Maintaining a watching brief on national policy changes to enable early action if required 	2	2	4
11	Provision of crossing-over solutions	Cost of solution to the resident are prohibited	<ul style="list-style-type: none"> Cost-recovery pricing structure means a high upfront cost to the resident to install the solution 	<ul style="list-style-type: none"> Low uptake of solution, undermining efficacy of the approach Reputational damage where other LAs are subsidising installation costs or allowing cheaper solutions Only those residents able to afford the solution can access it, introducing a new equity challenge on the highway 	4	4	16	<ul style="list-style-type: none"> Costs are, as far as possible, clearly advertised up-front and full breakdown provided Options for grant funding are explored, though may not be available at all times 	4	3	12

EQUALITY IMPACT ASSESSMENT

Reference: CCC583651929

Directorate: Place and Sustainability

Service: Transport & Infrastructure Policy & Funding

Team: Transport and Infrastructure Policy

Your name: Sarah Hatcher

Your job title: Principal Transport and Infrastructure Officer

Directorate: Place and Sustainability

Service: Transport & Infrastructure Policy & Funding

Team: Transport and Infrastructure Policy

Your phone: 01223 715484

Your email: Sarah.Hatcher@cambridgeshire.gov.uk

Proposal being assessed: Electric Vehicle Charging Cable 'Crossing-Over' Pilot

Business plan proposal number: n/a

Key service delivery objectives and outcomes :

In May 2019, Cambridgeshire County Council declared a Climate and Environment Emergency, setting us on a pathway to securing a sustainable future for our County and its residents. It committed us to achieving net zero in Cambridgeshire by 2045, through decarbonising our communities and businesses. In response to this, a Climate and Environment Strategy was developed and adopted in 2022, which provides a framework for this change and puts climate change and biodiversity at the heart of the council's work.

In order to become a net zero area by 2045, one of the strategic priorities of the strategy is to enable and encourage the use of low-carbon transport, which includes electric vehicles (EVs). Government has announced the sale of new petrol and diesel cars and vans will be banned from 2035 in a bid to accelerate the transition to cleaner low emission vehicles. Whilst still forming a relatively small percentage of overall vehicles, absolute numbers of new EVs registered to addresses in Cambridgeshire have been growing exponentially in recent years and these figures are only going to get larger, particularly as second and third hand markets for these types of vehicles begin to emerge.

To support this, there will need to be a step change in the provision of electric vehicle charging infrastructure across the network, particularly those available for public use and infrastructure for use by residents who do not have access to off-street parking. The amount of EV charging infrastructure has not grown at the same rate as the uptake of the vehicles themselves and this is seen as one of the barriers that could slow the transition to EVs. As of 2023, there are some 350 publicly available chargepoints in Cambridgeshire. This figure will need to rise considerably to stimulate and keep pace with demand. Furthermore, at the current time, there is no legal means available for residents without off-street parking to charge their electric vehicle from their domestic electricity tariff, whilst parked on the public highway. This means that such residents are wholly reliant on charging from more expensive public chargepoints.

What is the proposal:

Government is keen to accelerate the delivery of electric vehicle charging infrastructure in order to provide confidence in the market and stimulate demand for the transition to EVs.

It is recognised that EVs have a role to play in meeting our net zero targets and that there will be considerable benefits brought to our cities and towns through improved air quality. Nonetheless, our area also has other transport challenges relating to congestion, health outcomes and connectivity that need to be balanced against facilitating the infrastructure needs of EVs, ensuring that they sit within the road user hierarchy adopted in the Local Transport Plan. We must also ensure that highway assets which we are responsible for aren't adversely compromised and that the maintenance burden to the local highway authority is not increased.

In December 2023, Cambridgeshire County Council Highways and Transport Committee adopted an On-street Electric Vehicle Infrastructure Policy to guide the acceptability and installation of EV infrastructure on the public highway. The policy was considered necessary due to the plethora of new and emerging technologies on the market designed to address some of the challenges that a lack of off-street parking poses, which has an impact on us as local highway authority. The policy explicitly excluded the use of any 'cross-over' solutions such as cable mats, overhead hanging cables or gullies, until such time as the council had undertaken its own pilot. This was due to the unknown legal, liability and maintenance implications that such new infrastructure may create.

As a condition of the adoption of the policy, Members required that a pilot was developed to investigate in more detail the acceptability or otherwise of potential cable cross-over technology as a means of enabling residents to charge their electric vehicle using domestic electricity tariffs whilst the vehicle is parked on public highway.

The framework for this pilot is the subject of this proposal.

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

There are two aspects of this proposal that could impact people adversely if not properly considered.

The first is the physical change the technology has on the footway and the impact this has on people using it. One of the overarching principles set out in the adopted On-street Electric Vehicle Infrastructure Policy is that infrastructure that is intended for active travel should not be negatively affected by infrastructure intended for vehicles.

The second is the impact the proposal would have on certain socio-economic groups if they are excluded from access to domestic electricity tariffs as the EV market matures and a second and third hand market for these vehicles emerges in the mid to longer term. Those groups of people who can't afford to live in properties that have off-street parking will be forced to pay higher tariffs to charge their vehicles at publicly accessible chargepoints if a solution that allows them to connect to their domestic tariff whilst their car is parked on the public highway is not developed.

In considering these aspects, data was sought on car ownership and access to a vehicle, data around people who walk, wheel and cycle, studies and research carried out by campaign groups and groups representing people with protected characteristics.

Data was also sought on the availability of off-street parking, to understand the extent to which residents may not have access to off-street parking and how this policy might impact them.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover:

All staff countywide, All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?:

It is intended that this pilot is rolled out across the whole county in order to properly assess the impact of the trial in different areas and with different styles of property. It can be argued that all user groups across the county will be affected by this policy as all service users use the public highway, whether this is on foot, bike, wheelchair, public or shared transport or private vehicle. Because the cross-over pilot by definition impacts the footway, then negative impacts are more likely for these user groups.

The impact of being able to charge an electric vehicle from a domestic electricity tariff will affect electric vehicle owners, drivers and passengers.

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

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups:

Mixture of over/under represented and in line with population, depending on the group

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?:

Yes

Does the proposal relate to an area with known inequalities?:

Don't know

What is the significance of the impact on affected persons?:

Because the cross-over channels are located in the footway, the greatest impact is likely to be on pedestrians or those who use wheeled modes such as wheelchairs, mobility scooters or who are encumbered with pushchairs. The impact of additional street furniture can be significant for groups with disabilities.

The Disabled Citizen's Inquiry, funded by the Motability Foundation and undertaken by Sustrans, researched the impact on environment for disabled people and found that: 41% of disabled people in the UK often experience problems reaching their destination due to the accessibility of the environment around them on a typical walking or wheeling journey, increasing to 55% for people with mobility impairments or learning disabilities; 58% of deaf or hard of hearing people and 64% for blind or visually impaired people.

The significance of issues for disabled people with street clutter and obstacles is further nuanced by the intersectionality of other protected characteristics, such as

sex and ethnicity. The same research found that 45% of disabled women, compared to 35% of disabled men experience difficulty getting to their destination. This reflects wider enduring trends around the gendered division of unpaid labour and caring responsibilities still overwhelmingly lying with women. Whether or not they are disabled, women tend to be more encumbered by travelling with prams and pushchairs, small children or elderly people they are caring for.

Disabled women can feel the double impact of their gender and disability. Disability when it intersects with ethnicity also exacerbates the difficulties that white disabled people encounter in additional obstacles in the environment. 53% of disabled people of colour often experience difficulties reaching their destination due to accessibility, compared to 32% of white disabled people. Furthermore, the Disabled Citizen's Inquiry also found that when disability intersects with socio-economic factors such as low income, then the cumulative impact can be seen, with a considerably higher proportion of disabled people in socio-economic groups D and E often experiencing negative impacts.

There is both a potential positive and negative impact of the trial that is related to socio-economic status. Properties that have space for off-street parking have a larger curtilage and generally are more expensive than those that do not. The types of property that are likely to benefit from this trial mean that there are likely to be more people in a lower socio-economic group than in areas where the prevailing property type allows for more off-street charging. Those in lower socio-economic groups are more likely to need to use the footway and be impacted by intersectionality issues identified, therefore any negative impacts of the cross-over trial are likely to be significant.

The converse of this negative impact is that the implementation of the trial gives a positive impact to these groups, especially as the EV market matures into second and third hand vehicles and internal combustion engine vehicles are phased out. Enabling residents in these groups to access significantly cheaper electricity tariffs by charging from their domestic supply would help to ensure a just transition to electric vehicles. Furthermore, as the transition to fleet and Motability vehicles is likely to accelerate faster than for private vehicles, people who use a commercial vehicle for work or need an adapted vehicle to remain mobile with a disability may be able to benefit from cheaper home charging.

There could also potentially be a significant impact on people living in rurally isolated areas, such as small villages which often have a range of properties that don't have off-street parking. Public chargepoints tend to be much less commercially viable in such areas so the ability to charge a vehicle, regardless of cost isn't there at all.

Through developing an acceptable solution that can help address this market failure is likely to have a positive impact on people living in rural areas.

Category of the work being planned:

Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?:

Yes

Please select: Age, Disability, Sex, Socio-economic inequalities

Research, data and /or statistical evidence:

Research relating to age:

Public Health England: [Working together to promote active travel \(2016\)](#)

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#)

Possible: [Streetspace Invaders: mitigating the growing risk that EV charging poses to scarce pedestrian space \(2023\)](#)

Research relating to disability:

DfT: [Walking and cycling statistics factsheet \(2021\)](#)

Research Institute for Disabled Consumers: [Going electric? Research report into the accessibility of electric vehicles \(2021\)](#)

Motability: [The Transport Accessibility Gap \(2022\)](#)

Sustrans: [The Disabled Citizen's Inquiry \(2022\)](#)

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#)

Possible: [Streetspace Invaders: mitigating the growing risk that EV charging poses to scarce pedestrian space \(2023\)](#)

Research relating to sex:

DfT: [Walking and cycling statistics factsheet \(2021\)](#)

Sustrans: [The Disabled Citizen's Inquiry \(2022\)](#)

Women's Budget Group: [Towards gender inclusive and sustainable transport systems \(2021\)](#)

International Transport Forum: [Transport Innovation for Sustainable Transport - a gender perspective \(2021\)](#)

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#)

Invisible Women by Caroline Criado-Perez Invisible Women | Caroline Criado Perez

Possible: [Streetspace Invaders: mitigating the growing risk that EV charging poses to scarce pedestrian space \(2023\)](#)

Research relating to socio-economic status:

DfT: [Walking and cycling statistics factsheet \(2021\)](#)

Sustrans: [The Disabled Citizen's Inquiry \(2022\)](#)

The Health Foundation: [Trends in households without access to a car \(2021\)](#)

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#)

Possible: [Streetspace Invaders: mitigating the growing risk that EV charging poses to scarce pedestrian space \(2023\)](#)

Consultation evidence:

Research Institute for Disabled Consumers: [Going electric? Research report into the accessibility of electric vehicles \(2021\)](#) Appendix C sets out questions used in survey to inform research.

Designability: [Design guidance accessible EV charging \(2022\) Engaged with 200 Motability scheme members](#)

Sustrans: [The Disabled Citizen's Inquiry \(2022\)](#) The appendix of this report sets out the methodology used, details questions asked at workshops and criteria for people invited to participate in workshops.

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#) Includes the questions and results of an attitudinal survey conducted June-August 2021

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?:

The development of this trial seeks to address the increasing problem of charging cables being trailed unsafely across the footway in order for residents to benefit from domestic electricity tariffs whilst their vehicle is parked on the public highway. It is considered that by trialling and assessing these new technologies in a managed way allows the local highway authority to address any negative impacts identified and is preferable to the unmanaged practice of trailing cables across footways. As the propensity of electric vehicles increases and the market evolves, this is likely to be an increasing problem in areas where properties typically don't have access to off-street parking.

In doing this, the positive impacts that can be anticipated from this policy can be summarised as:

- Space and usability of footways being preserved for pedestrians, wheelchair users and pushchairs:

The evidence cited elsewhere in this EqlA consistently cites the encroachment of vehicles and associated infrastructure, along with other street clutter on footways as a reason that getting around can be particularly difficult for certain groups. Through exploring through this trial some of the emerging technologies that are coming on to the market, the aim is to proactively mitigate the impacts of trailing cables being used inappropriately and introducing hazards on the footway. In formally assessing these technologies, the local highway authority can be more prescriptive about what is and isn't acceptable on its asset and help drive market development of these solutions.

Through proactively investigating potential solutions, it will ensure that the needs of disabled groups, elderly people, and those with the majority of caring responsibilities – statistically the significant majority of whom are females - are not eroded through inappropriate placement of cables, trip hazards and further degradation of the active travel environment.

- Enabling residents to charge an electric vehicle from a domestic electricity tariff means that there is a more equitable transition to EVs. As the market matures and a second and third hand market emerges as petrol and diesel vehicles are phased out, the ability to use cheaper domestic electricity tariffs will ensure that people on lower incomes aren't disadvantaged by being forced to charge their vehicles from more expensive public chargepoints.
- Drivers with disabilities who make use of the Motability scheme may have more choice in how and where they charge their vehicle.

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

The following negative impacts could be anticipated through the trial of different products:

- Additional trip hazards being introduced on footways:

The introduction of products in the trial into the footway could introduce unintended trip hazards if the product is not fully flush with the footway or if the product is not used correctly. If this were to occur, statistics show this impact would adversely affect disabled groups, older groups and female groups.

How will the process of change be managed?:

This type of technology is very new to the market and many authorities are in a similar position to us in developing an understanding of the suitability or otherwise of individual products. There is currently no steer from central government on the acceptability or otherwise of these products.

To manage the change and minimise any negative impacts of the trial, in the first instance we will engage with other authorities already trialling various cross-over solutions in order to understand issues that have arisen during their own pilots. This will ensure that we do not trial any product that is already perceived to have unacceptable negative impacts for people using the footway.

The pilot will operate across the whole of the County, to ensure that the solutions are tested across a range of streetscapes and housing archetypes. Residents will be recruited to take part on a first come – first served basis, and assessed for suitability, until the maximum number is reached for that District area.

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

Feedback and monitoring of the pilot will take place throughout, and we shall actively engage with local groups representing people with protected characteristics to ensure that they are aware of the opportunity to be part of the trial. Participants will be asked to provide their views on a range of criterion including application process, costs, comments on the solution they are testing and any suggestions for improvements. Consideration will also be given to undertaking a targeted survey of residents in areas where the pilots are taking place to understand any concerns from

those using the footway but not part of the pilot. Again, we will actively seek out local groups representing people identified in this EqIA who could be negatively impacted by the trial to help assess its success or otherwise. The results will be used to shape next steps and inform decisions on wider roll out.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
<p>If the crossover-solution that is trialled is not properly flush with the footway, thus creating a trip hazard, then the greatest impact is likely to be on pedestrians or those who use wheeled modes such as wheelchairs, mobility scooters or who travel with pushchairs.</p>	<p>Age, Disability, Sex, Socio-economic inequalities</p>	<p>High</p>	<p>Excluding any cross-over solutions from the trial that do not provide a fully flush solution within which a charging cable can be housed. Ensuring that special attention is given to the installation at the edges of the footway.</p>	<p>Sarah Hatcher</p>	<p>01/07/24</p>
<p>If the cross-over solution selected for the trial is not properly used by the resident, this could introduce a trip hazard, even if the product itself has been properly installed. This impact is likely to be greatest for pedestrians or those who use wheeled modes such as wheelchairs, mobility scooters or who travel with pushchairs</p>	<p>Age, Disability, Sex, Socio-economic inequalities</p>	<p>High</p>	<p>A user agreement will be developed which the resident will need to sign, before a trial installation will take place. It will contain terms and conditions of use and stipulate the measures that will need to be taken to minimise the risk of introducing trip hazards on the footway through misuse. An inspection regime will be developed</p>	<p>Sarah Hatcher</p>	<p>01/07/24</p>

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
			to monitoring compliance during the trial.		

Head of service: Jeremy Smith

Head of service email: jeremy.smith@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Pavement Parking

To: Highways and Transport Committee

Meeting Date: 5th March 2024

From: Executive Director Place and Sustainability

Electoral division(s): Cambridge City and South Cambridgeshire

Key decision: No

Forward Plan ref: Not Applicable

Executive Summary: The key elements of the report are to give an update on pavement parking and propose that the committee request that the Greater Cambridge Partnership (GCP) take forward a pavement parking pilot scheme as part of their plans for delivery of an integrated parking strategy. Information is also provided in the report on Red Routes.

Recommendation: The Committee is recommended to

- a) request that Greater Cambridge Partnership develop and fund a pilot of pavement parking restrictions in Cambridge;
- b) note the decision-making process regarding this pilot as set out at paragraphs 3.3 and 3.4;
- c) agree that officers, in conjunction with the Greater Cambridge Partnership, investigate the feasibility of Red Routes

Officer contact:

Name: Sonia Hansen

Post: Traffic Manager

Email: Sonia.hansen@cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 This proposal is in-line with ambition 2 of the Council's Strategic Framework 2023-28 that 'travel across the county is safer and more environmentally sustainable'. Introducing a pilot to ban pavement parking may help to make walking and wheeling on pavements less hazardous, particularly for blind and partially sighted people and those pushing buggies or using wheelchairs.

2. Background

- 2.1 On 19th July 2022, the County Council considered, and approved a Motion to assess potential pilot schemes in Cambridge City for the enforcement of pavement parking. One of the actions resulting from the motion was to propose a pilot scheme and to request funding from Strategy and Resources committee to cover the cost of the trial. Strategy and Resources committee were approached and requested that this motion was dealt with by Highways and Transport Committee.
- 2.2 Pavement parking is not illegal unless specifically regulated via a Traffic Regulation Order (TRO). Currently in Cambridge and South Cambridgeshire, unless there is yellow line restriction in place, Civil Enforcement Officers (CEO) cannot ticket a car for parking on a pavement or verge. They can ticket for parking out of a bay in a residents parking area, for example.
- 2.3 If there is not a restriction in place but a vehicle is obstructing the footway significantly then the Police may consider it sufficient to ticket it for obstruction. However due to resource constraints it is unlikely to form a high priority for policing. CEOs cannot ticket for obstruction.
- 2.4 Parking on pavements is not just inconvenient, it creates a hazard for people walking and wheeling, particularly those who are blind or partially sighted. It can block access along footways for wheelchair users and people pushing buggies, necessitating that they walk in the carriageway to get past, putting them in greater danger.
- 2.5 The Department for Transport (DfT) have been considering the issue of pavement parking for some time and ran a consultation on the issue between August and November 2020. An update was provided by DfT on 29th June 2023 to the document 'Pavement Parking: Options for Change' which set out possible options. To date there has been no announcement as to what DfT intend to do following the consultation.
- 2.6 The Chairman of this committee wrote to the Secretary of State and received a response from Richard Holden MP (Minister for Roads and Local Transport) in July 2023 setting out that the Department for Transport has consulted on possible solutions to the complex pavement problems and was working through the options and the possible legislative opportunities for delivering them. As soon as those matters are certain they will publish their formal response. The expected date of the formal response was not provided. See response in Appendix.
- 2.7 Pavement parking in Scotland was banned under the Transport (Scotland) Act 2019 and from 23rd December 2023 Local Authorities in Scotland were given the powers to enforce the ban.

- 2.8 The Greater Cambridge Partnership are currently developing an Integrated Parking Strategy and a holistic consideration of pavement parking would fit within the remit of the strategy.
- 2.9 There are currently no County Council funds available to trial a scheme using a specifically regulated TRO to ban pavement parking in a specific area. However, the Greater Cambridge Partnership (GCP) have indicated that they may be willing to develop and fund a small-scale trial in Cambridge City, in-line with the integrated parking strategy, in an area where pavement parking is a persistent concern.
- 2.10 Cambridge City Council have recently applied to the County Council to progress some verge parking Traffic Regulation Orders in the Hurst Park Avenue area of the city.
- 2.11 Red Routes are clearways where a vehicle cannot stop. The prohibition applies to the footway and verge as well as the carriageway and does not include any signed and marked lay-bys or bays. They can improve safety by making parking more difficult for those trying to illegally park and improve traffic movement. Red Routes are intended to be used strategically to deal with traffic problems assessed on a whole route basis, not to deal with issues on relatively short lengths of road.

3. Main Issues

- 3.1 Local Authorities in England can restrict pavement parking on individual streets or by area using a TRO and marking out the areas with the appropriate signs and lines. The approximate cost of implementing these restrictions is £7k per 100m length of restriction, to include staff costs, the TRO process and the signs and lines. A ban in one area however may just shift the problem elsewhere.
- 3.2 Current areas that have been raised by Members as having a concern with pavement / verge parking in Cambridge are:
- Roads affected by The Abbey Stadium, (e.g. Whitehill/Barnwell Road area) Cambridge
 - Queen Ediths, near Netherhall School
 - Gunhild Way, near Queen Emma School
- 3.3 The pilot, if agreed by the GCP, would be subject to an assessment of suitability and feasibility along with consultation and detailed design. It is proposed that if the GCP agree to develop a pavement parking pilot it is implemented using an Experimental Traffic Order (ETO) for a period of up to 18 months. The area would be monitored, and consultation would be carried out as part of the ETO. The GCP would be asked for its recommendations to the Highways and Transport committee on future parking policy informed by the pilot, and by the results of the consultation.
- 3.4 The process to consider objections and the ETO would be the same as for TROs and other ETOs. A report would be taken to Cambridge Joint Area Committee (CJAC) to consider objections and then the ETO would be determined via the delegated decision process, that being the local Member in discussion with appropriate officer.

4. Alternative Options Considered

- 4.1 The Department of Transport have been considering the issue of pavement parking for some time and ran a consultation on the issue. Possible options they may consider would be a total national ban on pavement parking, unless it was specifically allowed via an Order or allowing Highway Authorities with civil enforcement powers to ban pavement parking and enforce it.
- 4.2 An alternative option to the proposal in this report, to request that the GCP take forward and fund a pilot scheme for pavement parking restrictions in Cambridge, is to wait until DfT make an announcement on pavement parking. This has been discarded as a pilot scheme on pavement parking was an approved full Council motion.

5. Conclusion and reasons for recommendations

- 5.1 Local authorities can restrict pavement parking on individual streets (or by area) by making a traffic regulation order (TRO). The drawback is that this can shift the problem elsewhere. It is therefore proposed to test the effectiveness of localised restrictions. The recommendation proposed to request that GCP develop and fund a pilot scheme on pavement parking will provide useful evidence of the viability to expand such schemes in future if funds become available. It is also recommended that further investigation into the feasibility of Red Routes is undertaken in conjunction with GCP.

6. Significant Implications

6.1 Finance Implications

There would be a cost to the pilot as set out in paragraph 3.1. The recommendation is that GCP funds the pilot scheme.

6.2 Legal Implications

An Experimental Traffic Order (ETO) for a pavement parking trial would require the relevant legal process to be followed which includes consultation.

6.3 Risk Implications

The risks are that GCP is unable to take forward the pilot scheme. The implications would be that the Council would need to consider other options to conclude the motion.

6.4 Equality and Diversity Implications

The equality and diversity implications are that there is a potential for a positive impact for blind and partially sighted and other vulnerable road users if the ban on pavement parking is trialled. An initial EqIA is in the appendix. A more detailed Equality Impact Assessment (EqIA) will be carried out as part of the development of a pilot scheme if GCP agree to take this forward.

6.5 Climate Change and Environment Implications

Not applicable

7. Source Documents

7.1 Full Council Motion 19 July 2022

[Document.ashx \(cmis.uk.com\)](#)

DfT Pavement Parking Consultation

[Managing pavement parking - GOV.UK \(www.gov.uk\)](#)

Government update on Pavement Parking Options for Change 29th June 2023

[Pavement parking: options for change - GOV.UK \(www.gov.uk\)](#)

Government circular referencing Red Routes

[tsrqd2016-circular-01-2016.pdf](#)

Appendix

- Equality Impact Assessment - separate document
- Response from Minister for Roads and Transport – separate document



Department
for Transport

From the Parliamentary
Under Secretary of State
Richard Holden MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: richard.holden@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/432853
Your Ref: 110723

Councillor Alex Beckett
Chair of Highways and Transport Committee
Cambridgeshire County Council
Box No ALC 2650, New Shire Hall
Alconbury Weald, Huntingdon
PE28 4YE

20 July 2023

Dear

Thank you for your letter of 11 July to the Secretary of State, about the pavement parking consultation. I am replying as the Minister for Roads and Local Transport.

The Government recognises that vehicles parked on the pavement can cause serious problems for pedestrians, particularly people with mobility or sight impairments, as well as those with prams or pushchairs. However, it also acknowledges that in some areas, for example in narrow streets with no off-street parking, pavement parking can be necessary to maintain the free passage of traffic, and access for emergency services.

In general, it is an offence to park in such a way as to cause danger or obstruction. Enforcement of the law relating to dangerous or obstructive parking is a matter for the police, and it is for them to decide whether an obstruction is being caused based on the circumstances in which the vehicle is parked. Drivers who commit this offence will be liable to be charged accordingly.

Since 1974, a blanket pavement parking prohibition has been in force within Greater London, except at locations where such practice is specifically permitted by the appropriate local authority and indicated by the appropriate permissive (blue) traffic signs, to tell drivers where they may park on the pavement. Elsewhere the reverse applies, whereby parking on the pavement is generally tolerated unless the local authority has specifically prohibited it. Local authorities have existing powers under the Road Traffic Regulation Act 1984 to prohibit pavement parking by introducing local laws through Traffic Regulation Orders (TROs); and the Department looks to local authorities to use these traffic management powers where problems occur.

Before a TRO comes into force, the appropriate prohibitory (red) traffic signs, prescribed by TSRGD, must be in place to tell drivers where they must not park on the pavement.

As your constituent notes, Rule 244 of the Highway Code states: "You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it." The word 'should' is used because the advice is advisory as, whilst there may be local TRO restrictions on pavement parking in some places outside London, there is no national legislation that explicitly bans parking on the pavement.

The Department has consulted on possible solutions to the complex pavement parking problem. We received over 15,000 responses, every one of which has been read and analysed. We are working through the options and the possible legislative opportunities for delivering them and as soon as those matters are certain we will publish our formal response. The formal consultation response will be available to view at:

www.gov.uk/government/consultations/managing-pavement-parking.

Turning to your concerns about the TRO process, in 2019, the Department began a review of Traffic Orders, the legislation that underpins the current regime and how the data contained within them could be made available. A discovery research report was published and is available here:

www.geoplace.co.uk/trodiscovery.

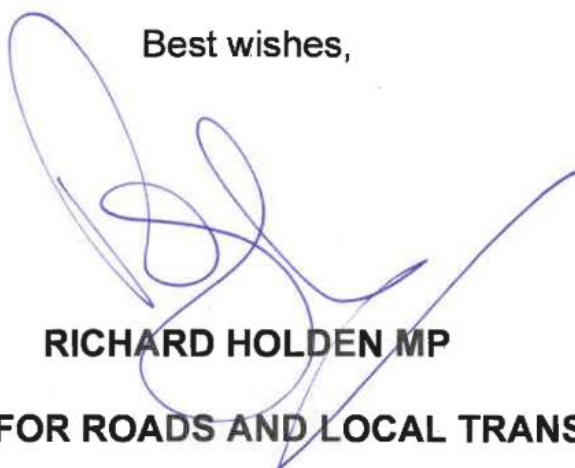
It made recommendations about newspaper advertising. This project was followed by an Alpha design phase which can be found here:

www.gov.uk/government/publications/traffic-regulation-orders-identifying-improvements-to-the-legislative-process-in-england.

The Department consulted further on proposed reforms in 2022. Government response is expected later this year and will be available at:

www.gov.uk/government/consultations/traffic-regulation-orders-changes-to-publishing-requirements-and-special-events-order-approvals.

Best wishes,



RICHARD HOLDEN MP

MINISTER FOR ROADS AND LOCAL TRANSPORT

EQUALITY IMPACT ASSESSMENT - CCC577854068

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Place and Sustainability	Traffic Management	Traffic

Your name: Sonia Hansen

Your job title: Traffic Manager

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Traffic Management	Traffic

Your phone: 07484509409

Your email: sonia.hansen@cambridgeshire.gov.uk

Proposal being assessed: Pavement Parking pilot scheme

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes: In response to the motion to full council it is proposed that Highways & Transport (H&T) committee request that Greater Cambridge Partnership (GCP) take forward a pavement parking pilot scheme as part of their plans for delivery of an integrated parking strategy.

What is the proposal: That H&T committee request that Greater Cambridge Partnership develop and fund a pilot of pavement parking restrictions in Cambridge.

What information did you use to assess who would be affected by this proposal?: Full Council Motion 19 July 2022 Document.ashx (cmis.uk.com) DfT Pavement Parking Consultation Managing pavement parking - GOV.UK (www.gov.uk) Government update on Pavement Parking Options for Change 29th June 2023 Pavement parking: options for change - GOV.UK (www.gov.uk)

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: People living, working or visiting in the chosen area for the pilots blind and partially sighted people - users of pushchairs/ buggies or wheelchairs who are forced to divert onto the road to avoid parked cars

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?:Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?:Don't know

What is the significance of the impact on affected persons?:the pilot scheme is likely to have a positive impact on people who are blind or partially sighted and other vulnerable road users walking or wheeling on pavements - people with buggies, pushchairs and wheelchair users.

Category of the work being planned:Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Disability, Pregnancy and maternity

Research, data and /or statistical evidence:DfT Pavement Parking Consultation Managing pavement parking - GOV.UK (www.gov.uk) Government update on Pavement Parking Options for Change 29th June 2023 Pavement parking: options for change - GOV.UK (www.gov.uk)

Consultation evidence: Extensive consultation was carried out at a National level on pavement parking by DfT details at DfT Pavement Parking Consultation Managing pavement parking - GOV.UK (www.gov.uk) Government update on Pavement Parking Options for Change 29th June 2023 Pavement parking: options for change - GOV.UK (www.gov.uk) Local Consultation will be integral to the pilot scheme and experimental traffic regulation order.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Parking on pavements is not just inconvenient, it creates a hazard for people walking and wheeling, particularly those who are blind or partially sighted. It can block access along footways for wheelchair users and people pushing buggies necessitating that they walk in the carriageway to get past, putting them in greater danger. Bringing in a pilot scheme to put in restrictions on pavement parking it is anticipated that it would have a positive impact for people walking and wheeling, particularly those who are blind or partially sighted, wheelchair users and those pushing buggies.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: People may have to park further away from where they live. Pavement parking issues may be displaced to other areas. if people park on the road rather than the pavement in narrow areas they may obstruct access for Emergency services.

How will the process of change be managed?:The process of change will be managed by a feasibility study and assessment before the pilot scheme is delivered and through a consultation process which will be integral to the Traffic Regulation Order process. There will be a comms plan agreed to deliver the pilot scheme. Consultation with emergency services will be carried out as part of the consultation process.

How will the impacts during the change process be monitored and improvements made (where required)?: The pilot will be monitored by feedback from the consultation process and from the local Member and by monitoring from the Civil Enforcement Officers - number of tickets issued. Changes can be made as part of an Experimental TRO. A follow up report will be presented to H&T committee at the end of the pilot scheme to decide on next steps.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
If roads are blocked by parked cars then emergency services may find it difficult to get through	Age, Disability, Pregnancy and maternity	Low	Consultation with emergency services as part of the development of the scheme. Running it as a trial and ETRO so changes can be made. Starting in a small area. 	GCP CCC	31/12/2024

Head of service: Jeremy Smith

Head of service email: jeremy.smith@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Finance Monitoring Report – January 2024

To: Highways and Transport Committee

Meeting Date: 5th March 2024

From: Frank Jordan – Executive Director, Place & Sustainability
Michael Hudson – Executive Director, Finance & Resources

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 January position for 2023/2024.

Recommendation: The Committee is asked to review and comment on the report.

Post: Strategic Finance Manager
Email: sarah.heywood@cambridgeshire.gov.uk
Tel: 01223 699714

1. Background

- 1.2 This report provides the Committee with an update on the financial position of Place & Sustainability Directorate. It provides detail of forecast pressures and underspends across the different services and an explanation for any variances.
- 1.2.1 The Finance Monitoring Report attached provides the financial position for the whole of Place & Sustainability Directorate, and as such, not all of the budgets contained within it are the responsibility of this Committee. Members are requested to restrict their questions to the lines for which this Committee is responsible.

2. Main Issues

- 2.1 Revenue: Across Place & Sustainability as a whole there is a forecast overspend of £1.759m, this is an improvement of £0.767m since the last report. Within the remit of H&T Committee, the significant changes in forecast variance relates to Winter Maintenance (-£663K), Traffic Management (-£300K) and Park & Ride (+£653K). The Winter Maintenance forecast reflects the fact that it has been a relatively wet and warm winter to date and the number of gritting runs is lower than average. The traffic Management change in variance reflects the increased level of income from Section 74 charges. The Park & Ride change in variance reflects the essential maintenance undertaken.
- 2.3 Capital: Across Place & Sustainability as a whole, the capital programme variation is £24.5m, and this has now been exceeded and the service is forecasting an additional £4.2m in-year slippage. The explanation for variances is detailed for individual capital budgets in Appendix 3.
- 2.4 This month the FMR includes the savings tracker (Appendix 4) and the technical appendix (Appendix 5) which details the earmarked reserves schedule, grant income and virements as at the end of the first quarter.

3. Alignment with ambitions

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

There are no significant implications for this ambition.

- 3.2 Travel across the county is safer and more environmentally sustainable.

There are no significant implications for this ambition.

- 3.3 Health inequalities are reduced.

There are no significant implications for this ambition.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

There are no significant implications for this ambition.

3.5 Helping people out of poverty and income inequality.

There are no significant implications for this ambition.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

There are no significant implications for this ambition.

3.7 Children and young people have opportunities to thrive.

There are no significant implications for this ambition.

4. Significant Implications

4.1 Resource Implications

This report details the financial position across Place & Sustainability.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

4.8 Climate Change and Environment Implications on Priority Areas

There are no significant implications within this category.

5. Source documents

None

Directorate: Place & Sustainability
 Subject: Finance Monitoring Report – January 2024
 Date: 12th February 2024

Contents

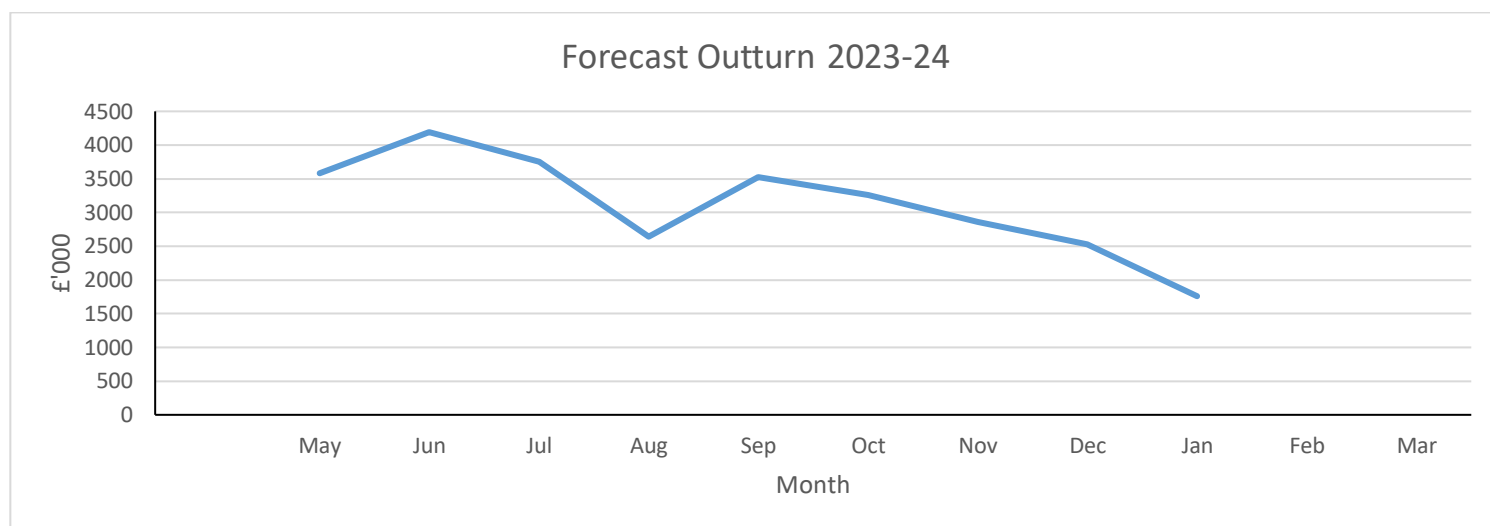
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest position on delivery of savings
4	Technical Note	Explanation of technical items that are included in some reports
Appx 1	Service Level Financial Information	Detailed financial tables for Place and Sustainability main budget headings
Appx 2	Service Commentaries	Detailed notes on revenue financial position of services that have a significant variance against budget
Appx 3	Capital Appendix	This contains more detailed information about the capital programme, including funding sources and variances from planned spend.
<i>The following appendices are included quarterly as the information does not change as regularly:</i>		
Appx 4	Savings Tracker	Each quarter, the Council's savings tracker is produced to give an update of the position of savings agreed in the Business Plan.
Appx 5	Technical Appendix	Each quarter, this will contain technical financial information showing: Grant income received Budget virements Earmarked & Capital reserves

1. Revenue Executive Summary

1.1 Overall Position

At the end of 2023-24, Place and Sustainability is projected to be 1,759k overspent.

1.2 Summary of Revenue position of Directorate



1.2.1 Place and Sustainability

Forecast Outturn Variance (Previous) £000	Directorate/Area	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
-418	Executive Director	1,293	-1,002	291	-239	-466	-160.3%
-1,501	Highways & Transport	42,508	-19,263	23,245	19,268	-2,132	-9.2%
2,376	Planning, Growth & Environment	53,354	-6,328	47,026	38,175	2,367	5.0%
4,039	Climate Change and Energy	2,577	-6,282	-3,705	-580	4,048	109.2%
-59	Regulatory Services	5,315	-3,215	2,100	1,012	-18	-0.8%
4,437	Total Expenditure	105,046	-36,089	68,957	57,636	3,798	5.5%
-1,911	Mitigations	0	0	0	0	-2,039	0.0%
2,526	Total	105,046	-36,089	68,957	57,636	1,759	2.6%

1.3 Significant Issues

In summary, Place and Sustainability (P&S) is now forecasting an overspend of £1,759k which is an improvement of £767k since the last reporting period. The P&S directorate is a large and complex budget area that has a variety of services and significant income streams which require detailed monitoring and have the potential for variances. Highways development management is now billing in advance and so there is a one-off additional income being achieved. The Waste Management budget is also a high-risk budget area, and the service is working with the contractor to identify cost reductions which can be made, and an assumption for these cost reductions is within the Waste forecast. The Business Plan identified that the expected £1.845m pressure on waste would be addressed by a transfer from reserves and this is shown within the Mitigations line.

The key pressure in the directorate relates to the delivery of Energy Projects and associated income. The pressure in Energy Services of £4,065k is mainly due to the delayed grid connection for Noth Angle Solar Farm. Income has been re-forecast to reflect the new delivery programmes for this and other smaller projects. An update on the projects is provided in Appendix 2. Partly offsetting this pressure is one-off additional income from Highways Development Management, additional vacancy savings and Winter is now forecasting an underspend of £663K but given the nature of this demand-led budget this may change.

All budgets have been reviewed to identify further mitigations to reduce the net overspend position of the directorate and this has supported the reduction in the forecast overspend.

2. Capital Executive Summary

Scheme category	Scheme Budget	Schemes Forecast Variance	2023-24 Budget	2023-24 Actuals	2023-24 Forecast Variance
	£000	£000	£000	£000	£000
Highways & Transport	574,624	0	72,006	25,937	-19,938
Planning, Growth & Environment	29,305	0	2,834	145	-2,234
Climate Change & Energy Services	95,160	2,092	22,373	8,218	-6,561
Connecting Cambridgeshire	20,072	0	2,353	1,665	0
Capitalisation of Interest			1,331	0	0
Capital Programme variations			-24,489	0	24,489
Total including Capital Programme variations	719,161	2,092	76,408	35,965	-4,244

This month shows the Capital Programme Variation has been fully met and there is now an-year forecast underspend of £4,244k.

Details for all capital schemes are shown in Appendix 3.

3. Savings Tracker Summary

The savings trackers are produced quarterly to monitor delivery of savings against agreed plans. The third quarterly savings tracker for 2023-24 is included in Appendix 4.

4. Technical note

On a quarterly basis, a technical financial appendix is included as Appendix 5.

- Grants that have been received by the service, and where these have been more or less than expected.
- Budget movements (virements) into or out of the directorate from other services, to show why the budget might be different from that agreed by Full Council.
- Service earmarked reserves – funds held for specific purposes that may be drawn down in-year or carried-forward – including use of funds and forecast draw-down.

Appendix 1 – Detailed Financial Information

Forecast Outturn Variance (Previous) £000	Committee	Budget Line	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
Executive Director								
-418		Executive Director	1,293	-1,002	291	-239	-466	-160%
-418		Executive Director Total	1,293	-1,002	291	-239	-466	-160%
Highways & Transport								
<u>Highways Maintenance</u>								
0	H&T	Asst Dir - Highways Maintenance	118	0	118	-16	0	0%
146	H&T	Highway Maintenance	7,111	-179	6,931	5,326	67	1%
-10	H&T	Highways Asset Management	983	-456	527	830	-29	-5%
0	H&T	Winter Maintenance	3,075	0	3,075	1,978	-663	-22%
<u>Project Delivery</u>								
0	H&T	Asst Dir - Project Delivery	2	0	2	59	0	0%
-0	H&T	Project Delivery	581	-61	520	903	-70	-13%
-126	H&T	Street Lighting	14,162	-3,997	10,165	6,566	-107	-1%
<u>Transport, Strategy & Development</u>								
-0	H&T	Asst Director - Transport, Strategy & Development	788	0	788	3,059	-0	0%
-410	H&T	Traffic Management	3,906	-3,585	321	-242	-714	-222%
61	H&T	Road Safety	1,130	-734	396	756	-25	-6%
-0	H&T	Transport Strategy and Policy	135	-32	103	287	-0	0%
-1,968	H&T	Highways Development Management	1,736	-1,736	0	-1,904	-2,052	0%
179	H&T	Park & Ride	1,779	-1,480	299	1,499	832	279%
629	H&T	Parking Enforcement	7,003	-7,003	0	166	629	0%
-1,501		Highways & Transport Total	42,508	-19,263	23,245	19,268	-2,132	-9%

Forecast Outturn Variance (Previous)	Committee	Budget Line	Gross Budget	Income Budget	Net Budget	Actual	Forecast Outturn Variance	Forecast Outturn Variance
£000			£000	£000	£000	£000	£000	%
Planning, Growth & Environment								
-11	E&GI	Asst Dir - Planning, Growth & Environment	185	0	185	151	-11	-6%
543	E&GI	Planning and Sustainable Growth	2,716	-1,595	1,121	1,427	530	47%
-1	E&GI	Natural and Historic Environment	1,422	-578	844	555	2	0%
1,845	E&GI	Waste Management	49,031	-4,155	44,876	36,042	1,845	4%
2,376		Planning, Growth & Environment Total	53,354	-6,328	47,026	38,175	2,367	5%
Climate Change & Energy Service								
-19	E&GI	Climate and Energy Services	653	-541	112	533	-17	-15%
4,058	E&GI	Energy Services	1,923	-5,741	-3,818	-1,113	4,065	106%
4,039		Climate Change & Energy Service Total	2,577	-6,282	-3,705	-580	4,048	109%
Community Safety and Regulatory Service								
66	CSMI	Registration & Citizenship Services	1,185	-1,955	-769	-771	194	25%
0	CSMI	Coroners	3,390	-1,236	2,154	1,428	-46	-2%
-125	CSMI	Trading Standards	739	-24	715	355	-165	-23%
-59		Community Safety and Regulatory Service Total	5,315	-3,215	2,100	1,012	-18	-1%
4,437	Total		105,046	-36,089	68,957	57,636	3,798	5%
Mitigations								
-1,911		Transfer from earmarked reserves	0	0	0	0	-2,039	0%
2,526	Overall Total		105,046	-36,089	68,957	57,636	1,759	2%

Appendix 2 – Service Commentaries on Forecast Outturn Position

Narrative is given below where there is an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater for a service area.

1) Executive Director

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,293	-1,002	291	-239	-466	-160%

When the Council undertakes work for other agencies and authorities it recovers an element to reflect the cost of overheads including risk. The amounts recovered vary and a smoothing mechanism is applied which is reflected by this variance. Also, vacancy savings across P&S are reported within this budget, and it is forecast that the vacancy savings budget will be over-achieved by 321k.

2) Highways Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
7,111	-179	6,931	5,326	67	1%

Recycling facility phase 1 savings will now not be made for this year 23-24. The project start has been delayed due to capacity pressures within the service. Work is commencing now with the aim of having the facility operational in 24-25.

3) Winter Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
3,075	0	3,075	1,978	-663	-22%

The winter maintenance budget is now showing a forecast underspend due to the milder, wet winter. It is possible this will be reduced if the weather becomes colder.

4) Street Lighting

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
14,162	-3,997	10,165	6,566	-107	-1%

A pressure relates to historic elements of the Street Lighting PFI contract between years 2011-12, where the baseline set in the contract needed adjustment as notified by the Contractors and permitted under the contract. This is offset by an improved forecast variance of £258k which reflects the annual energy price increase, which, although an increase, was lower than had been estimated in the budget. The actual energy price increase for this year is 10.9% (the energy rate in October changed from 35.89p/kWh to 39.8p/kWh) which is lower than the forecast annual energy price increase. The updated forecast reflects this increased energy unit cost, which is now be fixed until the end of next September 2024 and also the staff underspend in Highway Contracts and Commissioning, due to vacancies remaining unfilled.

5) Traffic Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
3,906	-3,585	321	-242	-714	-222%

The traffic management position has improved by a further £304k since last month. Streetworks is realising increased income due to more Section 74 charges (increased in number applications and prolonged occupation of the road). Additionally, income from scaffolding and skips have increased and there is an underspend on energy costs for signals.

6) Highways Development Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,736	-1,736	0	-1,904	-2,052	0%

Highways Development Management has moved to collect contributions in advance. This change in methodology means there is a one off benefit this year. In addition, there are some one-off payments from previous years.

7) Park & Ride

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,779	-1,480	299	1,499	832	279%

The closure of the southern section of the guided bus way has resulted in a loss of income and a pressure of 206k on the budget. 626k of the pressure is as a result of essential maintenance work on the busway.

8) Parking Enforcement

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
7,003	-7,003	0	499	629	0%

£100k is due to one off costs to assist with the implementation of civil parking enforcement in Huntingdonshire District Council and Fenland District Council areas. Decreased Penalty Charge Notice Income from bus lanes is due to decline in activity and the closure of Station Road, Cambridge. The forecast assumes that the activity levels and road closures will remain in place for the rest of the year.

9) Planning and Sustainable Growth

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
2,716	-1,595	1,121	1,427	530	47%

The slowing down of the housing market and lower development rates has led to the pressure for Planning and Sustainable Growth, particularly as fewer pre-application planning requests and planning applications with maximum fees have been submitted, which includes development by the Council, such as new schools. Further pressures are also anticipated as a result of a planning appeal where the appellant has requested a public inquiry. The Planning Inspectorate (PINS) has announced the timescales for this future appeal with the public inquiry planned to sit for 8 days between Tuesday 20 February 2024 and Friday 1 March 2024. Officers have sought legal and technical support for this process and are currently predicting the related expenses likely to be incurred. The forecast has improved by 13k as a result of some of this work but there is a risk that there will be further pressures added to this area in due course.

10) Waste Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
49,031	-4,155	44,876	34,374	1,845	4%

The revenue budget for waste is currently showing a pressure, as there are significant additional disposal costs for waste whilst it is diverted to landfill/third parties for processing. However, these costs are being balanced by expected Waste Private Finance Initiative (PFI) contract cost reductions (from Thalia) and an agreed draw down from reserves which is shown as 'mitigation.' The cost reductions are currently being discussed with Thalia. However, until these cost reductions are confirmed, there is significant uncertainty around the budget outturn, which is likely to remain until the end of this financial year.

11) Energy Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,923	-5,741	-3,818	-1,113	4,065	106%

As previously reported, there is a pressure on Energy Services income of £4,065k across all its projects. The forecast for North Angle Farm has now been updated to reflect the purchase of spares required to ensure the project will remain operational once energised. St Ives are forecasting a reduction in expected revenue due to a delay energising as key materials will not be delivered until January 2024.

The **St. Ives Smart Energy Grid** is on track to be energised and generating clean electricity by the end of January 2024. There is a one year or shorter term Power purchase agreement (PPA) agreed whilst the processes of connecting a local business to the energy microgrid is finalised. The forecast is short term, it includes EV charging forecasts which are conservative, as we do not yet know the pattern local users will take charging cars/taxis. The market prices have reduced since the highs of last year.

The second micro-grid which is under construction is at Babraham Park and Ride. This is a three phase construction programme, with the first phase completed. This project is delayed due to the re-phasing of the project in 2022 from two to three phases as directed by CUH, poor performance of one sub-contractor and current onsite challenges with existing street lighting column bases and their electricals.

Steady progress is being made towards the energisation of the **North Angle Solar Farm** with the next phase of works to start in January 2024. Plans are in development to manage the weather related risks for a winter build. The bulk of the income reprofiling relates to this project.

Swaffham Prior Community Heat Network is operational and supplying decarbonised heat and hot water to 64 customers ahead of its first winter. The final system performance tests can complete during winter and then further customers will be connected from Spring 2024. The first

ground source heat pump is switched on and now generating income from the Renewable Heat Incentive (RHI) approved by Ofgem. There is a substantial backlog on payments with Ofgem hence a revised forecast and reprofiling of income starting in 2024.

The **Stanground Solar and Battery Project** is on hold whilst the grid connection upgrades on the transmission network are worked through. UKPN and National Grid are working on practical solutions that will allow projects to connect earlier than the current 2030 timeline for completing grid upgrades. Meanwhile, minor works are being progressed to retain the planning permission.

12) Registration & Citizenship Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
1,185	-1,955	-769	-771	194	25%

The cost of living is having an impact on ceremony bookings with a significant rise in ceremony cancellations as couples are having to make difficult financial decisions. A further year without a rise in statutory fees during a period of high inflation has in addition negatively impacted on revenue.

13) Trading Standards

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
739	-24	715	355	-165	-23%

The Trading Standards service is showing a £165K underspend, the majority of which is due to the application of the Proceeds of Crime reserve which supports local crime fighting priorities for the benefit of the community.

14) Mitigations

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
0	0	0	0	-2,665	0%

Two earmarked reserves are being applied to mitigate specific pressures. These are £1,845k from the waste reserve and £194k from the registrations reserve.

Appendix 3 – Capital Position

4.1 Capital Expenditure

Original 2023-24 Budget as per Business Plan £000	Committee	Scheme	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Revised Budget for 2023-24 £000	Actual Spend (January) £000	Forecast Outturn Variance (January) £000
		Integrated Transport					
200	H&T	Major Scheme Development & Delivery	1,000	0	0	2	0
600	H&T	Safety Schemes	3,000	0	1,780	74	-1,340
345	H&T	Strategy and Scheme Development work	1,725	0	656	764	0
25	H&T	Air Quality Monitoring	125	0	25	18	0
1,040	H&T	Annual Contribution to A14 upgrade	26,000	0	1,040	1,040	0
895	H&T	Local Infrastructure Improvements	4,409	0	1,100	860	-643
0	H&T	Minor improvements for accessibility and Rights of Way	77	0	77	-6	0
3,371	H&T	Delivering the Transport Strategy Aims	7,050	0	2,362	729	-401
1,035	H&T	Bar Hill to Northstowe Cycle Route	1,279	0	1,042	0	-992
		Operating the Network					
9,450	H&T	Carriageway & Footway Maintenance incl. Cycle Paths	37,650	0	10,200	6,036	0
235	H&T	Rights of Way	1,175	0	250	153	0
2,347	H&T	Bridge Strengthening	11,735	0	2,347	827	0
778	H&T	Traffic Signal Replacement	3,890	0	1,070	688	93
183	H&T	Smarter Travel Management - Int Highways Man Centre	915	0	183	33	-12
118	H&T	Smarter Travel Management - Real Time Bus Information	0	0	0	0	0
		Highways & Transport					
		Highways Maintenance					
0	H&T	£90m Highways Maintenance schemes	78,700	0	492	-29	0
8,179	H&T	Pothole grant funding	36,656	0	10,544	6,379	0
0	H&T	Additional highways maintenance (HS2 allocation)	4,728	0	2,364	0	-614
4,000	H&T	Footways	28,000	0	4,165	2,786	0
4,750	H&T	A14 De-trunking	24,750	0	4,750	21	-4,450
500	H&T	Highways Materials Recycling	2,500	0	500	2	-350
		Project Delivery					

Original 2023-24 Budget as per Business Plan £000	Committee	Scheme	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Revised Budget for 2023-24 £000	Actual Spend (January) £000	Forecast Outturn Variance (January) £000
3,868	H&T	Guided Busway	149,791	0	3,890	7	-2,747
10	H&T	Ely Crossing	49,006	0	10	-865	0
0	H&T	- Cambridge Cycling Infrastructure	487	0	487	61	-377
600	H&T	- King's Dyke	33,500	0	-2,550	-993	0
0	H&T	- Emergency Active Fund	1,181	0	279	109	-73
0	H&T	- Lancaster Way	2,589	0	8	11	3
0	H&T	- Wisbech Town Centre Access Study	1,883	0	101	-1,117	0
4,571	H&T	- March FHSF and MATS Broad Street	6,853	0	5,116	2,359	-816
4,367	H&T	- St Neots Future High St Fund	7,905	0	1,992	73	-159
0	H&T	- March Area Transport Study - Main schemes	3,329	0	1,298	1,068	-168
1,300	H&T	- St Ives local Improvements	2,300	0	1,800	325	-558
2,903	H&T	- A141 and St Ives Improvement	5,805	0	1,754	460	-284
2,535	H&T	- A10 Ely to A14 Improvements	3,803	0	2,378	481	-948
0	H&T	- Witchford A10 NMU	100	0	100	177	0
0	H&T	- Transforming Cities Fund	2,860	0	2,347	1,147	0
0	H&T	-Southern Busway Widening – widening of maintenance track	2,891	0	2,891	28	-2,741
100	H&T	Street Lighting LED	13,283	0	100	19	10
0	H&T	Soham Wicken NMU	1,230	0	430	29	-298
0	H&T	Active Travel 4	1,004	0	1,004	568	-183
		Transport Strategy and Network Development					
0	H&T	- Scheme Development for Highways Initiatives	1,000	0	424	0	-424
0	H&T	- CaPCAM and Electric Vehicles	1,665	0	1,665	1,093	-451
0	H&T	- Northstowe Transport Monitoring	0	0	0	0	0
200	H&T	- Wheatsheaf Crossroads	6,795	0	1,535	520	-1,015
		Planning, Growth & Environment					
2,180	E&GI	- Waste Infrastructure	7,424	0	1,500	13	-1,400
19,320	E&GI	- Waterbeach Waste Treatment Facilities	20,367	0	500	109	0
0	E&GI	- Northstowe Heritage Centre	680	0	0	23	0
834	E&GI	- Reallocation and funding of cost cap for Northstowe phase 1	834	0	834	0	-834
		Climate Change & Energy Services					
0	E&GI	Energy Efficiency Fund	0	0	0	0	0

Original 2023-24 Budget as per Business Plan £000	Committee	Scheme	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Revised Budget for 2023-24 £000	Actual Spend (January) £000	Forecast Outturn Variance (January) £000
0	E&GI	- Swaffham Prior Community Heat Scheme	14,170	0	3,395	1,560	0
0	E&GI	- Alconbury Civic Hub Solar Car Ports	928	0	0	0	0
2,066	E&GI	- St Ives Smart Energy Grid Demonstrator scheme	5,486	200	1,277	558	-360
2,819	E&GI	- Babraham Smart Energy Grid	8,595	0	5,040	1,144	-1,645
0	E&GI	- Trumpington Smart Energy Grid	6,970	0	0	0	0
3,000	E&GI	- Stanground Closed Landfill Energy Project	8,267	0	550	48	-468
0	E&GI	- Woodston Closed Landfill Energy Project	150	0	135	0	-135
427	E&GI	- North Angle Solar Farm, Soham	28,957	1,892	6,438	3,934	-2,267
409	E&GI	- Fordham Renewable Energy Network Demonstrator	635	0	450	0	-450
1,627	E&GI	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	10,518	0	2,463	547	-1,109
0	E&GI	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	2,383	0	281	281	35
0	E&GI	Environment Fund- Decarbonisation Fund - School Education Capital	3,499	0	1,729	0	0
0	E&GI	- Environment Fund - EV Chargepoints	200	0	158	-5	-31
167	E&GI	- Environment Fund - Oil Dependency	500	0	205	57	-108
230	E&GI	- Environment Fund - Climate Innovation	300	0	63	0	0
0	E&GI	- Treescape Fund	300	0	31	0	-11
0	E&GI	- Cambridge Electric Vehicle Chargepoints	157	0	15	3	-12
0	E&GI	- School Ground Source Heat Pump Projects	3,145	0	143	91	0
		Connecting Cambridgeshire					
2,490		Connecting Cambridgeshire	20,072	0	2,353	1,665	0
1,331		Capitalisation of Interest	4,915	0	1,331	0	0
95,405		Subtotal	724,076	2,092	100,897	35,965	-28,733
-19,129		Capital Programme variations	-66,696	0	-24,489	0	24,489
76,276		Total including Capital Programme variations	657,380	2,092	76,408	35,965	-4,244

The schemes with significant variances (>£250k) either due to changes in phasing or changes in overall scheme costs can be found below:

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Forecast Outturn Variance £000	Cause	Commentary
1a	H&T	Updated	Safety Schemes	3,000	1,780	-1,340	Reprofiling	Reprofiling of the Safety Schemes relates to the Puddock Road and Swaffham Heath Cross Road Safety Improvement schemes. Work has been ongoing to assess the options for the safety improvements on Puddock Road and a report seeking approval for delivery of the preferred option is expected to go to Highways and Transport Committee in March 2024, with delivery in 2024-25. Swaffham Heath Crossroads has been delayed pending the conclusion of the required land acquisition. Construction is expected to commence in March 2024 with the main period of works falling within 2024-25.
1b	H&T	Unchanged	Local Infrastructure Improvements	4,409	1,100	-643	Reprofiling	Following 23-24 budget setting, the programme and profiles have been fully reviewed. This has enabled greater forecast certainty matching planned works. Most of the projects within the programme form part of a rolling delivery programme from Q1 of 24-25 which is in line with member expectations.
1c	H&T	Unchanged	Delivering the Transport Strategy Aims	7,050	2,362	-401	Reprofiling	A number of projects from this programme have been re-profiled to be delivered in 24-25 along with the spend associated with this. A number of schemes were also withdrawn from the programme in July with new ones being added in their place amounting to c.£900k. Of these schemes, most are due to be delivered in Q1 & 2 of 24-25 including the 20mph (-£200k), B1049 (-190k) projects. Other schemes in the programme have been withdrawn following further engagement with locally elected members resulting in -£150k, the money will be reallocated at the start of the 24-25 financial year. Broadway St Ives is now being funded via a £100k grant from the CPCA, which means the £100k allocation from DTSA is no longer required, the money will be reallocated at the start of the 24-25 financial year. A transition away from using external design consultants to an in-house delivery model is also forecast to result in a £300k saving, and the underspend associated with this will be reallocated at the start of the 24-25 financial year also.
1d	H&T	Unchanged	Bar Hill to Northstowe Cycle Route	1,279	1,042	-992	Reprofiling	Following legal and land purchasing issues the spend has been reprofiled, with the majority of the spend assumed to occur in Q2 of 24-25 if the land and legal issues can be overcome.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Forecast Outturn Variance £000	Cause	Commentary
1e	H&T	Updated	Additional Highways Maintenance (HS2 allocation)	4,728	2,364	-614	Reprofiling	Due to the recent announcement by the Department of Transport of the new HS2 reallocated funds, it is currently forecast that £1.75m of this will be spent in 23-24 and the remainder in 24-25. This forecast will be revisited next month once plans have been finalised to see if more can be allocated this year.
1f	H&T	Updated	A14 De-trunking	24,750	4,750	-4,450	Reprofiling	Responsibility for the road came to us on 7 th Feb 2024. The initial estimate of spend was £4.75m per year for 6 years. Due to adoption of the road happening so late in the year, it is estimated we will spend £300k of the total £24.75m this FY
1g	H&T	Unchanged	Highways Maintenance	2,500	500	-350	Reprofiling	Highways Materials Recycling: Project at early stage and the latest estimate is that circa £300k will be needed for initial set up of phase 1 in March depot in 23-24. The remaining £350k will be required in 24-25 to complete Phase 1.
1h	H&T	Unchanged	Guided Busway	149,791	3,890	-2,747	Reprofiling	It is now anticipated that the majority of the expenditure to complete the scheme including retention payments will be in 2024-25.
1i	H&T	Unchanged	Cambridge Cycling Infrastructure	487	487	-377	Reprofiling	A significant proportion of this is for the Ring Fort Path scheme, the construction of which is subject to completion of a land agreement. Construction is now expected to fall in 2024-25.
1j	H&T	Unchanged	March Future High Street	6,853	5,116	-816	Reprofiling	Forecasted variation on annual underspend due to change in principal contractor spend profile. This is therefore not a forecasted project underspend for the project as a whole but rather will now be spent in 24-25.
1k	H&T	Updated	St Ives Local Improvement	2,300	1,800	-558	Reprofiling	Following 23-24 budget setting, we have held workshops collaboratively with Finance to test our funding allocation against the programme. This has enabled greater forecast certainty matching planned works. Construction period is due to run from Sep 23 to November 2024.
1l	H&T	Unchanged	A141 and St Ives Improvement	5,805	1,754	-284	Reprofiling	Delivery programme amended to allow time to further develop options considering the balance of active travel and public travel improvements alongside a road-based scheme.
1m	H&T	Unchanged	A10 Ely to A14 improvements	3,803	2,378	-948	Reprofiling	This has been profiled based on the revised programme for the development of the Outline Business Case
1n	H&T	Updated	Guided Busway –	2,891	2,891	-2,741	Reprofiling	Following 23-24 budget setting, we have held workshops collaboratively with Finance to test our funding allocation against

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Forecast Outturn Variance £000	Cause	Commentary
			Widening of footpath					the programme. This has enabled greater forecast certainty matching planned works.
1o	H&T	New	Soham Wicken Non Motorised Users (NMU)	1,230	430	-298	Reprofiling	Funding allocation has been tested against the programme and adjusted to allow the construction period to commence in March and run into 2024-25 following discussion with funders.
1p	H&T	Unchanged	Scheme Development for Highways Initiatives	1,000	424	-424	Ended	No new planned financial obligations from this fund as scheme development now picked up within the cost of individual projects.
1q	H&T	Unchanged	CaPCAM	1,665	1,665	-451	Reprofiling	The scheme has been reprofiled to reflect that the final elements of the work will now take place 24-25.
1r	H&T	New	Wheatsheaf Crossroads	6,795	1,535	-1,015	Reprofiling	The start of construction for the Wheatsheaf Crossroads has been delayed pending the conclusion of the required land acquisition.
1s	EG&I	Unchanged	Waste Infrastructure	7,424	1,500	-1,400	Reprofiling	The £1.5m budget for March HRC will require re-phasing as only £100K is likely to be spent this year as procurement is just starting using the education service Construction Consultancy framework contract, and a £1.4m underspend is currently being re-forecast for this financial year.
1t	EG&I	Unchanged	Reallocation and funding of cost cap Northstowe phase 1	834	834	-834	Reprofiling	It is anticipated that expenditure relating to this will now take place in 24-25
1u	EG&I	Updated	St Ives Smart Energy Grid Demonstrator scheme	5,486	1,277	-360		Revised estimates on grid connection work on site has resulted in an adjustment required to the capital to complete the project. The project has an expected delay into FY 24-25 and as such, a proportion of the capital costs including retention will not be incurred in FY23-24
1v	EG&I	Updated	Babraham Smart EnergyGrid	8,595	5,040	-1,645	Reprofiling	Delay to the project which has pushed the capital spend profile out of 2023-24 and into 2024-25 partially. This has been updated for the end of January to reflect a more accurate spend profile for the remaining portion of the project.
1w	EG&I	Updated	Stanground Closed Landfill Energy Project	8,267	550	-468	Reprofiling	National Grid planned upgrades to the transmission network in the area of Stanground has meant that the project will go on hold until the grid connection timelines can be agreed.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Forecast Outturn Variance £000	Cause	Commentary
1x	EG&I	Unchanged	North Angle Solar farm	28,957	6,438	-2,267	Reprofiling	The scheme has been reprofiled to reflect that the next stage of construction is expected to start January 2024 and end in approximately June 24.
1y	EG&I	New	Fordham Renewable Energy Network Demonstrator	635	450	-450	Reprofiling	Throughout FY 23-24 we expected to dedicate time to the Fordham project, however due to efforts being focused on the other large energy projects, no spend is now expected in the current financial year.
1z	EG&I	Unchanged	Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	10,518	2,463	-1,109	Reprofiling	Removal of phase 4 project development costs from the project as the aim is to do this work mostly in-house. Also, a slight rephasing has been forecast as the work for phase 4 is now planned for 2024-25.

4.2 Capital Variations Budget

Variation budgets are set annually and reflect an estimate of the average variation experienced across all capital schemes, and reduce the overall borrowing required to finance our capital programme. There are typically delays in some form across the capital programme due to unforeseen events, but we cannot project this for each individual scheme. We therefore budget centrally for some level of delay. Any known delays are budgeted for and reported at scheme level. If forecast underspends are reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when rephasing exceeds this budget.

The capital variations budget for Place and Sustainability service is £24,489 and has been recalculated to reflect the reprofiling of the works at the Waterbeach waste treatment facility.

4.3 Capital Funding

Original 2023-24 Funding Allocation as per Business Plan £000	Source of Funding	Revised Funding for 2023-24 £000	Forecast Spend – Outturn (January) £000	Forecast Variance – Outturn (January) £000
13,626	Local Transport Plan	13,771	13,508	-263
15,545	Other DfT Grant funding	21,205	16,141	-5,064
8,875	Other Grants	11,588	10,104	-1,484
5,113	Developer Contributions	5,478	1,665	-3,813
39,699	Prudential Borrowing	33,559	20,439	-13,120
12,308	Other Contributions	15,057	10,068	-4,989
-19,129	Capital Programme variations	-24,489	4,244	-24,489
76,037	Total including Capital Programme variations	76,169	76,169	-4,244

The increase between the original and revised budget is partly due to the carry forward of funding from 2022-23, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2022-23 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Table explaining Capital Funding changes

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	3.44	Highways schemes funded by DfT grants rolled forward into 23-24. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 22-23. Rolled forward schemes will be funded by borrowing. Highways maintenance (-£3,906). Carry forward of DfT grant for Safety schemes (£1.18m), carriageway and footpath maintenance (£0.75m), Traffic Signal replacement (£0.292m) and Cambridge Cycling Infrastructure (£0.203m). Additional Pothole funding (£3.332m). Rephasing of Major Scheme Delivery and development (-£0.2m). Adjustment of Delivering the Transport Strategy Aims budget (£1.03m).
New funding/Rephasing (Specific Grants)	2.71	Additional funding for Emergency Active Fund (£0.279m). Additional funding and carry forward of funding for March Area Transport Study (£1.298m). Rephasing of A141 and St Ives improvement (-£1.149m). New funding for Transforming Cities Fund (£2.803m). Additional Department of Transport investment for highways (£2.354m)
Additional Funding / Revised Phasing (Section 106 & CIL)	0.31	Developer contributions to be used for a number of schemes. Carry forward of S106 funding for cycling infrastructure schemes (£0.284m)
Additional funding / Revised Phasing (Other Contributions)	2.75	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). CaPCAM from CPCA (£1.665m). New funding for March Future High Street (£0.545m). Rephasing of St Neots Future High Street scheme (-£2.375m). St Ives local improvements carry forward and rephasing (£0.5m). New funding for Guided Busway - widening of maintenance track (£2.981m). Addition of Soham to Wicken project (£0.33m). Addition of Active Travel 4 project (£0.91m).
Additional Funding / Revised Phasing (Prudential borrowing)	-7.23	Highways Maintenance funding (£4.398m). Reduction in borrowing for pothole fund (-£0.976m). Rephasing of Waste schemes (-£0.68m). Rephasing of Energy schemes (£1.417m). Rephasing of North Angle Solar Farm (-£6.011m). Rephasing of Environment fund (£2.875m). Rephasing King's Dyke (-£3.15m). Rephasing of Wheatsheaf Crossroads (£1.308m). Rephasing of Scheme Development of Highways Initiatives (£0.424m). Rephasing of Waterbeach waste treatment plant works (-£18.820m). Additional borrowing for Swaffham Prior Community Heat Scheme (£1.095m)

Appendix 4 – Savings Tracker

Quarter 3 Savings Tracker

RAG	Directorate	Committee	Category Type	Type of Proposal	BP Ref	Title	Planned Saving	Forecast Saving 23-24	Variance from Plan £000	% Variance	Forecast Commentary
Green	P&S	H&T	23-24 New	Saving	B/R.6 .215	Recycle asphalt, aggregate and gully waste	-20	-20	0	0%	On track to meet this saving target.
Green	P&S	H&T	23-24 New	Saving	B/R.6 .217	Vacancy factor	-112	-112	0	0%	On track to meet this saving target
Green	P&S	H&T	23-24 New	Saving	B/R.6 .218	Stop Weedkilling of Footways and Road Edges	-125	-125	0	0%	The saving is by reducing proactive weed treatments and the use of chemicals. The saving has been made but there has been a strong community reaction and increased reactive pressure on the service. The saving has been removed in 24-25.
Black	P&S	H&T	23-24 New	Saving	B/R.6 .220	Highways Materials Recycling	-100	0	100	100%	This saving will not be made this year as set up delayed. Phase 1 will start in March. Phase 2 programme to be reviewed in Q4 this year.
Amber	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .106	St Ives Smart Energy Grid - Income Generation	-177	-47	130	73.45%	Purchase of spares in advance of need has caused an increase in the operating costs in year 1 above previously expected balance. Income still expected to be on target, but net position is impacted by additional costs.
Black	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .107	Babraham Smart Energy Grid	-383	0	383	100%	Delay in project with an energisation date of 24-25, therefore no income

RAG	Directorate	Committee	Category Type	Type of Proposal	BP Ref	Title	Planned Saving	Forecast Saving 23-24	Variance from Plan £000	% Variance	Forecast Commentary
Black						- Income Generation					expected in 2023-24 per forecast.
	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .109	North Angle Solar Farm, Soham - Income Generation	-4,535	0	4,535	100%	Project energisation date historically forecast at July 2023. Now forecast significantly later and therefore reduction in saving forecast is expected.
Red	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .110	Swaffham Prior Community Heat Scheme - Income Generation	-572	-116	456	79.72%	Longer than expected customer connection profile means revenue from sale of heat is lower than previously expected.
Green	P&S	H&T	23-24 New	Income	B/R.7 .134	Light blue fibre income	-11	-11	0	0.00%	On track to meet this income target
Amber	P&S	CSMI	22-23 CFWD	Income	A/R.6 .213	Registrars	-200	-30	170	85.00%	Saving based on additional income through the diversification of services provided by the Registration Service and increasing existing ceremonial capacity. The current financial climate and suitability of the venues has led to a reduction in bookings making this saving difficult to achieve.
							-6,235	- 857	5,378		

Key to RAG ratings

Total Savings	Over 500k	100-500k	Below 100k
Black	100% non-achieving	100% non-achieving	100% non-achieving
Red	% variance more than 19%	-	-
Amber	Underachieving by 14% to 19%	% variance more than 19%	% variance more than 19%
Green	% variance less than 14%	% variance less than 19%	% variance less than 19%
Blue	Over-achieving	Over-achieving	Over-achieving

APPENDIX 5 – Technical Note

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

Grant	Awarding Body	Amount £'000
Grants as per Business Plan		
Street Lighting PFI credits	Department of Levelling Up, Housing and Communities	3,994
Waste PFI credits	Department for Environment, Food and Rural Affairs	2,570
Bikeability	Department of Transport	213
Public Health Grant	Department of Health and Social Care	209
Woodland Creation	Department for Environment, Food and Rural Affairs	150
Non-material grants (+/- £50k)	Various	205
Total Non-Baselined Grants 23-24		7,291

5.2.1 Virements and Budget Reconciliation (Place and Sustainability)

(Virements between Place and Sustainability and other service blocks)

Budgets and movements	£'000	Notes
Budget as per Business Plan (BP)	71,326	
Pre initial load adjustments	-42	
Budget rebasing. Approved by S&R	-728	
Public Health (PH) income	-31	Update PH income to match PH MoU
Streetworks Staffing Inflation	-55	Correction to budget
Domestic Abuse and Sexual Violence	-2,032	Service budgets moved from P&S to S&P
Staffing restructure	-141	
Budget funding for staff pay award	684	
Non-material virements (+/- £30k)	-24	
Current Budget 2023-24	68,957	

5.3.1 Place and Sustainability Earmarked Reserve Schedule

Fund Description	Balance at 31st March 2023	Movement within Year	Balance at 31 st Dec 2023	Yearend Forecast Balance	Notes
	£'000	£'000	£'000	£'000	
Other Earmarked Funds					
H&T Deflectograph Consortium	31	0	31	0	Partnership accounts, not solely CCC
H&T Highways Searches	365	0	365	347	
H&T On Street Parking	2,222	0	2,222	1,722	
H&T Highways Maintenance	394	406	800	406	Funding agreed by S&R Committee
H&T Central Winter Maintenance	0	600	600	0	
H&T Streetworks Permit scheme	224	0	224	112	
H&T Highways Commuted Sums	3,493	1,038	4,543	3,632	
H&T Streetlighting - Commuted Sum	16	0	16	16	
H&T Busway safety improvements	2,891	0	2,891	0	
H&T Apprentices	0	684	684	560	
H&T Real Time Passenger Information (RTPI)	216	0	216	0	Funding to be transferred to CPCA
E&GI Flood Risk funding	20	0	20	0	
E&GI Travel to Work	114	0	114	92	Partnership accounts, not solely CCC
E&GI Steer- Travel Plan+	55	0	55	45	
E&GI Greenspaces	85	0	85	0	
E&GI Waste - RECAP	170	0	170	170	Partnership accounts, not solely CCC
E&GI Waste reserve	2,845	0	2,845	1,000	
E&GI Coroners - Complex inquests	279	(14)	265	253	
E&GI Registrars	194	0	194	0	
E&GI Trading Standards	100	(100)	0	0	
E&GI Proceed of Crime	296	13	309	296	
H&T Other earmarked reserves under £30k	20	0	20	0	
Total	14,029	2,628	16,656	8,651	

5.3.2 Place and Sustainability Capital Reserve Schedule

Fund Description	Balance at 31st March 2023 £'000	Movement within Year £'000	Balance at 31 st Dec 2023 £'000	Yearend Forecast Balance £'000	Notes
Capital Reserves					
H&T Other Government Grants	21,751	(979)	20,772	19,000	
H&T Other Capital Funding	1,045	(113)	932	0	
TOTAL	22,796	(1,092)	21,704	19,000	

Highways and Transport Policy and Service Committee Agenda Plan

Published on 1 February 2024

Updated on 26 February 2024

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
05/03/24	Finance Monitoring Report	Sarah Heywood	Not applicable	19/02/24	26/02/24
	Pavement Parking Pilot	David Allatt	Not applicable		
	Puddock Road Safety Scheme	David Mitchell	2024/028		
	BP Witchford Road Non-Motorised User Crossing	Nicola Young	2024/030		
	Active Travel Toolkit	Prajina Baisyet	2024/036		
	Highways Maintenance Capital Programme	Mike Atkins	2024/043		
	Electric Vehicle Charging Cable "Crossing-Over" Pilot	Sarah Hatcher	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Busway Expenditure	David Allatt	2024/051		
	Integrated Transport Block Funding	Cat Rutangye	2024/016		
[30/04/24]	Procurement of a new Enforcement and Permits system	Ian Read	2024/046	[18/04/24]	[22/04/24]
	Procurement of Department for Transport approved Automatic Number Plate Recognition traffic enforcement cameras	Ian Read	2024/054		
	Highways and Transport Performance Report – Q3	Richard Springbett	Not applicable		
	Southern Busway Widening	David Mitchell	2024/060		
02/07/24	Residents Parking Policy	Nicola Gardner	2024/019	20/06/24	24/06/24
	Busway CCTV Procurement	Campbell Ross-Bain	2024/017		
	Procurement of EV Charing Infrastructure	Chris Poultney	2024/049		
	Highways and Transport Performance Report – Q4				
[03/09/24]	<i>Reserve Date</i>			[22/08/24]	[26/08/24]
	Highways and Transport Performance Report – Q1				
01/10/24				19/09/24	23/09/24
03/12/24	Highways and Transport Performance Report – Q2			21/11/24	25/11/24
21/01/25	Highways and Transport Performance Report – Q3			09/01/25	13/01/25
04/03/25				20/02/25	24/02/25
17/07/25	Highways and Transport Performance Report – Q4			07/07/25	10/07/25

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

