

Highways and Transport Committee: Minutes

Date: 4 November 2021

Time: 10.00am to 14:00pm.

Present: Councillors Alex Beckett, Gerri Bird, Douglas Dew, Piers Coutts, Lorna Dupre, Janet French, Stephen Fergusson, Mark Howell, Simon King, Peter McDonald, Mac McGuire, Brian Milnes, Neil Shailer, Alan Sharp and Mandy Smith

Venue: Multi-Function Room, New Shire Hall

39. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors Ryan Fuller and Derek Giles, Councillors Mark Howell and Stephen Fergusson substituting.

There were no declarations of interest.

40. Minutes – 7 September 2021

The minutes of the meeting held on 7 September 2021 were agreed as a correct record and signed by the Chair.

41. Highways and Transport Committee Action Log

The Committee noted its Action Log.

The following points were raised:

- Item 6, King's Parade: This had been marked 'complete' when it was not – further actions required were documented in the status column. The Chair explained that a security briefing had been received from the police but that there were further actions to be followed up with and this would be considered in the Traffic Management Update.
- Item 10, Local Highways Improvement Panel Scoreboards: This had been marked as complete, but the LHI review was incomplete.
- Item 63, Minutes Action Log: A Member requested details regarding Member and district involvement in the ongoing Wisbech Access Strategy.

The Chair and the Executive Director for Place and Economy responded that officers would ensure Members and the district involvement, particularly by considering restarting the associated steering group.

- A Member requested a review of the Civil Parking Enforcement timescale in order to ensure that the consultation occurred before the review and not during the election period in Fenland.

It was also noted that the final column heading which reads 'complete' should read 'status'. **Action.**

42. Petitions and Public Questions

Public questions were received and taken during the relevant agenda item. The responses are contained at Appendix A of the minutes.

43. March Area Transport Study Outline Business Case

The Committee received the March Area Transport Study Outline Business Case (OBC) that sought the Committee's approval to proceed to the Full Business Case and detailed design stage. The cost to build the package of five schemes was estimated in the OBC at £30 million. The OBC Economic Case established the five schemes proposed offered high value for money – with the scheme benefits outweighing the costs by a factor of 2.9.

The officer noted that preliminary design for the Northern Link Road was incomplete due to difficulty gaining land access to complete necessary land surveys. However, this would be completed in the next stage of the study.

Nine minor schemes were also included in the study, seven of which had been completed. The remaining two were due for completion in February 2022.

The Full Business Case would be presented to Committee early 2023, and the cost for developing the business case and the detailed designs for the five schemes was estimated at £1.5 million. This money was being sought from the Cambridgeshire and Peterborough Combined Authority (CPCA), who funded the March Area Transport Study to date. CPCA would decide whether to provide this funding at their Committee and Board later this month.

In response to Member questions, officers:

- Established that flood risk would be considered during the next stage of the design work and would be included in the detailed designs for the five schemes.

During discussion of the report, individual Members:

- Requested the A141/Twenty Foot Road scheme was brought forward in response to the two recent fatalities at the junction.
- Confirmed that the Mayor and Combined Authority continued to be fully supportive of the March Area Transport Study.

- Noted that none of the scheme locations had a history of flooding; while silt was considerable in Broad Street, this would be resolved; and that City Fibre was investing £1.5 million in March for work beginning January/February.

It was resolved unanimously to:

- a) Note and comment on the conclusions of the March Area Transport Study Outline Business Case;
- b) Note progress on delivery of the March Minor Schemes approved at the September 2020 Highways and Transport Committee; and
- c) Approve the programme and costs for Full Business Case and detailed design of the March package of schemes, providing funding is made available by CPCA Board and a suitable funding agreement with CPCA is agreed.

44. Greater Cambridge Partnership's City Access Strategy and Wider Collaboration with Cambridgeshire County Council

The Committee received a report relating to the Greater Cambridge Partnership's [GCP] City Access Strategy. The Greater Cambridge City Deal was signed on behalf of five local partners and aimed to deliver transformative economic benefits through investment in infrastructure. As part of its programme of works, the GCP developed a public transport improvement and a city access strategy in line with the aims of the City Deal. The strategies would address some of the major pressures on the local economy by reducing congestion and pollution and by providing people with better, healthier, more sustainable options for their journeys. The City Access Strategy underlined the development of the final package of options for improving bus services and the available funding options. The items seeking change were expanded upon in the presentation by the Assistant Director for Highways, and were as follows:

Tranche 1, ETRO: A separate paper would be presented later in the meeting.

Tranche 2, ETRO: Experimental Traffic Regulation Orders [ETRO] within Greater Cambridge geography would be delegated to the GCP. This would ensure schemes fit within the City Access Scheme and were required for the City Centre Strategy.

Mill Road consultation: The consultation follow up on the Mill Road re-opening would be delegated to the GCP. This would ensure it was inclusive and carried out as part of the wider City Access work.

Residents' Parking Schemes: Residents' parking schemes would be delegated to the GCP and delivered in parallel with the Greater City Parking Strategy.

Transport and Works Act Order, Cambridge South East Transport Scheme: The GCP would develop the Transport and Works Act Order in partnership with the County Council.

In response to the report, Members’:

- Raised concern over the lack of scrutiny that the Council would have over the delegations and highlighted the need for accountability.

Members were reassured that they would be able to monitor these delegations through strong councillor representation in the GCP. Further, the officer responded that consultation would occur with democratic services regarding the Council’s ability to ratify decisions in future.

- Clarified that the ETROs delegated to the GCP would still have a countywide Member Working Group which would ensure traffic points in wider areas, such as Bottisham, were consulted. This working group would not have decision-making powers.

In response to Members’ questions:

- Officers stated that the Mill Road consultation would commence in 2022 and would not be examined in isolation, but instead in partnership with communities. The Chair requested information from the GCP regarding the consultation process and timeline be brought to the December meeting. **Action.**
- Clarified that recommendation c) should refer to 2.5, rather than 2.6 of the report.

Eight public questions were received. The questions and responses can be found in Appendix A of the minutes.

Prior to the debate, it was proposed by Councillor McGuire, seconded by Councillor Dew and resolved unanimously to amend recommendation b) to read:

- a) Agree to a further consultation on the Mill Road ETRO and ask GCP to carry it out within the context of its City Access proposals **and expedite this consultation;**

Members desired the amendment to provide the public with a degree of certainty and hoped consultations would be scrutinised by the CPA, but not micromanaged. They also noted the benefit that this delegation would have on ensuring the Committee could further pursue its intended delegations.

The GCP Transport Director announced that he was happy to accept the challenge, and that consultation responses would be shared with Members prior to publication.

During the debate, Members:

- Noted that, through the City Access Scheme, schemes could be viewed holistically.
- Expressed concern for residents that may be indirectly affected by the schemes and reiterated the need for the consultation to go beyond the Greater Cambridge area.

- Expressed remorse for the delayed Mill Road consultation date and stated that to delay was to betray a democratic mandate. The Member suggested implementing knowledge from the original the Mill Road closure model to expediate the process. Members also expressed the need for the resolution to mitigate disabled/taxi access concerns.
- Relayed that the ETRO schemes had been well received by residents.
- Reinforced the importance of protecting cyclists following the recent fatality outside Addenbrookes.
- Expressed concern that renewing consultation through the GCP may cause consultation fatigue. The Member suggested this could be mitigated by ensuring GCP consultations built upon previous CCC ones.

A Member proposed an amendment regarding NMUs and bridleways. Following discussion, it was agreed that it would be better placed in the Business Planning item.

It was resolved unanimously to:

- b) Note the process associated with 6 Experimental Traffic Regulation Orders (ETROs) delivered on the County Council's behalf by the Greater Cambridge Partnership;
- c) Agree to a further consultation on the Mill Road ETRO and ask GCP to carry it out within the context of its City Access proposals **and expedite this consultation**;
- d) Note the second tranche of County Council ETROs and agree that GCP consider relevant proposals as part of wider strategies, feeding into the Member Working Group (2.6);
- e) Note the process associated with restarting the programme of Residents' Parking schemes and request that GCP initiates delivery of the schemes when practicable; and
- f) Note the Transport and Works Act Order delegation previously made to the GCP and the future decision for full Council.

45. Business Planning Proposals for 2022-27 – opening update and overview

The Committee received a report relating to the Business Planning Proposals for 2022-27 which provided them with current business and budgetary planning position estimates; principal risks; contingencies; implications facing the Committee and the Council's resources; and the process and next steps.

Corporate Overview: In September, the Council's budget gap had increased to over £23 million. However, new savings had reduced this to a £19.5 million budget gap. Further savings were anticipated prior to the Business Plan returning to Committee in December.

Committee-specific matters could be found in Section 4 of the report.

It was proposed by Councillor McGuire, seconded by Councillor Lorna Dupre, and resolved unanimously to amend recommendation b) in order that it align with the Strategy and Resources Committee. This would read:

- a) ~~Endorse~~ **Consider** the budget and savings proposals that are within the remit of the Committee as part of consideration of the Council's overall Business Plan.

While discussing the report, Members:

- Expressed pleasure that the following had been prioritised: 20mph policy, gully cleaning, street lighting, drainage, and management restructure.
- Noted that the Highways team had begun to implement technology such as WhatsApp and AI traffic lights to help network the road system. They encouraged the team to continue on this trajectory.
- Noted the additional £200,000 income from parking services and requested a finance update on civil parking.

The officer explained Financial information regarding off- and on-street parking could be found on the Council's website. A link for which is provided here:

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/parking-permits-and-fines/parking/on-off-street-parking>

- Members clarified that the current street lighting checks were done by physical patrols. They then discussed the possibility of saving costs by relying on public reporting, however this may exacerbate area inequalities. Instead, smart sensors were suggested as a cost saving measure.
- Recognised the constabulary's reluctance to support speed reduction due to an inability to enforce this. However, Members expressed belief that much of the public may conform to speed limits despite this.
- Stressed the importance of gully clearing to reduce flooding caused both by blocked gullies and climate change. They established that as a result of the increase of flooding, the County required additional flood mitigating measures.
- Emphasised the importance of maintaining footpaths for everyone, not only those who report it.

In response to Member questions, officers:

- Explained that work was ongoing regarding disputes relating to the busway contracts.

It was proposed by Councillor Simon King, seconded by Councillor Neil Shailer and resolved unanimously to add an addition recommendation. This would read:

- c) **Request a report be presented to the December meeting of the Highways and Transport Committee to review the position on surfaces used for shared use Rights of Way, in particular bridleways.**

It was unanimously resolved to:

- a) Note the progress made to date and next steps required to develop the 2022-23 to 26-27 Business Plan; and
- b) **Consider** the budget and savings proposals that are within the remit of the Committee as part of consideration of the Council's overall Business Plan.
- c) **Request a report be presented to the December meeting of the Highways and Transport Committee to review the position on surfaces used for shared use Rights of Way, in particular bridleways.**

46. Service Committee Review of the Draft 2022-23 Capital Programme

The Committee received a report providing an overview of the draft Business Plan Capital Programme for Place & Economy. This was a ten-year rolling programme, for which £73.5 million had been allocated to Place and Economy.

The Chair received three public questions, set out in Appendix A.

In response to Member questions, officers explained that:

- All Government grants for highway maintenance were capital grants, but that the local authority could spend using revenue or capital. A shift from revenue to capital spending would be a business planning question, the long-term implications for which was that repayment would be required.
- The patch/resurfacing project would be influenced by the Committee's approval of the Capital Programme.

During discussion a Member stated the figure 5.10.2 should read £6.4 million, much of which would be spent on the resurfacing of Broad Street.

It was proposed by Councillor Mac McGuire, seconded by the Chair, and resolved unanimously to amend recommendation b) in order that it align with the Strategy and Resources Committee. This would read:

- b) Comment on the draft proposals for Place & Economy's 2022-23 Capital Programme and **endorse consider** their development.

It was resolved to

- a) Note the overview and context provided for the 2022-23 Capital Programme for Place & Economy; and
- b) Comment on the draft proposals for Place & Economy's 2022-23 Capital Programme and **consider** their development.

47. Active Travel Schemes Tranche 1 Experimental Traffic Orders: Cambridge, Ely and Histon

The Committee received a report detailing the Active Travel Schemes Tranche 1 Experimental Traffic Orders: Cambridge, Ely and Histon; and seeking the Committee to determine objections to Experimental Traffic Orders [ETO] in eight locations. A further six schemes promoting active travel had been initiated in collaboration with the Greater Cambridge Partnership. The JCP Executive Board recommended making these schemes permanent.

The Committee received public questions, which are detailed in Appendix A.

The Local Member for Newtown, Councillor Richard Howitt, spoke in favour of implementing the Newtown ETO Tranche 1 and 2 together. He stated that the ETO – developed in consultation with the local community - had reduced rat-running and traffic. While the Member expressed concern about three-point turns occurring near the local school, he stated he was reassured him that the schools concerned would be responsible for managing drop-off and pick-up times to ensure child safety. He also willed officers and local representatives to ensure suitable signage in the area.

It was proposed by Councillor Alex Beckett, seconded by the Councillor Mac McGuire, and resolved unanimously to amend recommendation d) viii to read:

viii. Consider mitigation measures for roads in the Nightingale Avenue area including Queen Edith's Way and Fendon Road; and

In proposing the recommendation, Councillor Beckett emphasised the importance of ensuring mitigation measures did not block access from Queen Edith's Way and Fendon Road to the recreation park and community gardens in the local area. He hoped this amendment would help reduce residents' concerns regarding the road reopening.

During the debate on the amendment, Councillor Beckett clarified that congestion charges were an example of many possible mitigation strategies being evaluated by the City Access Programme.

During the debate, Members:

- Complimented the ability of the GCP to look at the Cambridgeshire schemes holistically, rather than through a 'piecemeal' approach.
- Stated that Luard Road ETO was supported locally, despite initial recommendations that the scheme be removed.

- Showed concern that residential roads used by cyclists, were increasingly used as through roads due to increasing use of apps such as 'Waze'.
- Noted how the pandemic had evidenced that lower traffic was beneficial to communities.

It was resolved unanimously to:

Station Road, Ely

- a) Determine the objections without holding a public inquiry and approve the making of an order to make permanent the experimental prohibition of parking and inform the objectors accordingly;

Bell Hill, Histon

- b) Determine the objections without holding a public inquiry and approve the making of an order to make permanent the experimental one-way system and inform the objectors accordingly;

Cambridge

- c) Determine the objections without holding a public inquiry and approve making orders to make permanent all of the Cambridge schemes and inform the objectors accordingly;
- d) Support further work with the GCP to:
 - i. explore the need for further experimental measures in the Carlyle Road area to reduce motorised through traffic movements in neighbouring streets in the area and to improve safety at the zebra crossing on Chesterton Road through funding made available by the GCP for implementation;
 - ii. improve the operation of the traffic signals at the Long Road/Hills Road and Addenbrooke's roundabout junctions to mitigate the effects on Long Road;
 - iii. monitor, over the longer term, the situation in Long Road;
 - iv. review the location of the closure point in Panton Street in the Newtown area in association with the highway improvements planned by the County Council in Saxon Street;
 - v. explore changes to parking arrangements in Trumpington Road to provide more opportunities for school drop off and pick up for schools in the Newtown area;
 - vi. review highway signs in the Newtown area;

- vii. to consider how bus service improvements can best support access to the cluster of schools and colleges along the Trumpington Road/Hills Road corridors;
- viii. **consider mitigation measures for roads in the Nightingale Avenue area including Queen Edith's Way and Fendon Road; and**
- ix. design and implement permanent layouts for the various road closure points with the GCP providing funding.

48. Traffic Management Update

The Committee considered a report which provided an update on a number of traffic management issues: 20mph speed limits which could be instigated by district and parish councils; the Traffic Management Act Part 6, moving traffic offences, for which the Council was in discussion with the GCP; and the potential civil parking enforcement deficit. The officer noted that the HGV Working Group terms of reference were included in the appendix and was chaired by Councillor Lorna Dupre.

The Chair noted that there will be further reports coming forward.

The Committee received two public speakers, as set out in Appendix A.

In response to Members' questions, officers explained that:

- Enforcement was the responsibility of the police, but cameras could be financed by the Council as Part of the Safety Development Scheme.

During the debate, Members raised concerns:

- Regarding the affordability of the 20mph scheme for parish councils and who could also enforce this. Members noted the need to balance city and rural funding for the schemes and suggested making 20mph the default on roads that were not an A or B road. This suggestion was supported by the officer, who additionally stated that speed limits need to be conducive to active travel.
- That there had been no risk assessment for King's Parade and expressed desire that a further assessment was done on how these measures affect the landscape.
- That the Council could close King's Parade and similar roads, but not influence the way in which the closed road was adapted for use.
- Regarding the Civil Parking Enforcement Feasibility Study's expectation that over time revenue income would increase rather than decrease. The Member foresaw that the expectation of parking enforcement would reduce illegal parking.
- About securing police support on speed reduction, especially in rural areas. It was suggested Members meet with the PCC to discuss this matter.

It was resolved to note the contents of the report.

49. A428 Black Cat to Caxton Gibbet Development Consent Order Update

The Committee considered a report which provided an update on the process of the proposed upgrade of the route A428 Black Cat to Caxton Gibbet as part of the National Highways scheme which would improve journeys by road between Milton Keynes and Cambridge and support long term growth within the region. Support for the development was conditional on the basis that collaboration between National Highways and the Council ensured the proposal aligned with both national and County policies and that outstanding matters were resolved.

There was one public speaker, as set out in Appendix A.

A Member endorsed the additional active travel aspects of the scheme which would help mitigate the anticipated negative impact of the development on pollution and carbon emissions.

The local Member for Cambourne and Papworth, Councillor Mark Howell implored the Committee for active travel links between Papworth and Cambourne through the A428. This would increase pedestrian safety and accessibility. This comment was supported by the officer.

It was resolved to:

- a) Note the report, and the timescales for remainder of the formal consent process;
- b) Note the submissions to the Examination under delegation from the previous report in June; and
- c) Delegate to the Executive Director for Place & Economy in consultation with the Chair and Vice-Chair of Highways & Transport Committee the execution of agreements with National Highways.

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

The Committee noted its Agenda Plan, Training Plan and appointments to Outside Bodies and Internal Advisory Groups.

The following additions to were proposed for the agenda plan:

- The Cambridgeshire to Peterborough Access Study.
- The Council's policy on overhanging trees and hedges.
- Post-Policy on HGVs update.

An appointment of a Member Transport and Health Champion to promote joined up working on transport issues between the Environment and Green Investment Committee, Highways and Transport Committee, the Adults and Health Committee and Public Health was sought. It was agreed that a nomination and appointment would be made outside of the Committee under the existing delegation.

Members thanked the interim Director of Highways, Dominic Dominini, for his work during his time with the Council.

Chair
7 December 2021