

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 01 October 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 in [Chapter 6 of the Council's Constitution \(Members' Code of Conduct\)](#)

- 2 Minutes - 23 July 2024** **5 - 22**

- 3 Petitions and Public Questions**

KEY DECISIONS

- 4 Integrated Transport Block Funding Allocation 2025-26** **23 - 32**
- 5 Procurement of Civil Parking Enforcement Services** **33 - 42**

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7	Local 20mph 2024-2025 Programme	69 - 86
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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 Lucy Nethsingha Councillor Tom
Sanderson and Councillor Alan Sharp

Clerk Name:	Nick Mills
Clerk Telephone:	01223 699763
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Highways and Transport Committee: Minutes

Date: 23 July 2024

Time: 10.00 a.m. to 1:15 p.m.

Venue: Red Kite Room, New Shire Hall

Present: Councillors Alex Beckett (Chair), Neil Shailer (Vice-Chair), Piers Coutts, Steve Criswell, Claire Daunton, Jan French, Ian Gardener, Bill Hunt, Simon King, Peter McDonald, Tom Sanderson, Alan Sharp, Philippa Slatter and Graham Wilson

217. Notification of Chair and Vice-Chair

The Committee noted that on 21 May 2024, Full Council had appointed Councillor Alex Beckett as the Chair of the Highways and Transport Committee, and Councillor Neil Shailer as the Vice-Chair, for the 2024/25 municipal year.

218. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors Lorna Dupré (substituted by Councillor Slatter), Anne Hay (substituted by Councillor Criswell) and Lucy Nethsingha (substituted by Councillor Wilson).

Councillor French declared a non-statutory disclosable interest in Agenda Item 7 (March Area Transport Programme), as a member of the March Area Transport Study Steering Group.

Councillor Sanderson declared a non-statutory disclosable interest in Agenda Item 8 (Consideration of Representations and Objections to Proposed 20mph Speed Limit Zone in Huntingdon), as a Huntingdon Town Councillor.

219. Minutes – 30 April 2024

The minutes of the meeting held on 30 April 2024 were agreed as a correct record and signed by the Chair.

While reviewing the Minutes Action Log, it was confirmed that the session with town and parish councils would be scheduled in liaison with the partners to ensure they were able to attend, as referred to in Minute 211 (Minutes – 5 March 2024 and Action Log). It was also agreed to circulate a recording of the Member briefing on Gaist, as referenced in Minute 203 (Highways Maintenance Capital Programme). **Action required**

The Committee noted the Minutes Action Log.

220. Petitions and Public Questions

The Committee was informed that five public questions had been accepted and that the questions would be taken at the start of the relevant agenda items. It was noted that four questions related to agenda item 8 (Consideration of Representations and Objections to Proposed 20mph Speed Limit Zone in Huntingdon) and one question related to agenda item 9 (East West Rail Company Consultations). A further public question had not been accepted because it was not relevant to the agenda items of the meeting.

221. Active Travel Fund 4 Extension

The Committee received a report on £1.1m funding that had been awarded by Active Travel England, via the Cambridgeshire and Peterborough Combined Authority, for three schemes under the Active Travel Fund 4 Extension programme, including routes from Alconbury Weald to Huntingdon, Brampton to Hinchbrook, and Whittlesford to Duxford.

While discussing the report, individual Members:

- Welcomed the ongoing development of active travel routes in more rural parts of the county. It was noted that in 2022 the Department for Transport had announced a review and refresh of the Local Cycling and Walking Infrastructure Plans guidance, and Members sought clarification on when this was expected to occur. **Action required**
- Clarified that the Huntingdon to Alconbury Weald cycling and walking route did not extend as far as the Alconbury and Kimbolton division. It was agreed to provide Members with an update when it had been established how residents in the villages surrounding Alconbury Weald would be able to connect to the route. **Action required**
- Highlighted the benefits of the Whittlesford to Duxford scheme, particularly the improved connectivity for students living in Sawston that needed to travel to Whittlesford train station. It was also noted that a separate scheme crossing the A505 would further improve connections between Duxford village and Whittlesford train station.
- Clarified that engagement would be held with local Members, town councils and parish councils on the Godmanchester to Huntingdon town bridge modal filter before a wider consultation was held with members of the public and stakeholders.
- Suggested that future Equality Impact Assessments could provide more detail on the potential impacts of schemes, particularly on people with sensory or mobility impairments, although it was acknowledged that such impacts of schemes always continued to be assessed and reviewed throughout the design of schemes.

It was resolved unanimously to:

- a) Note progress with the Active Travel Fund 4 schemes;
- b) Agree that the Council accepts £1.1m of funding from the Cambridgeshire and Peterborough Combined Authority for the delivery of schemes under the Active Travel Fund 4 Extension;
- c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee and the Section 151 Officer, to enter a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority;
- d) Approve the ongoing development of the design, including consultation with stakeholders; and
- e) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to agree the procurement route for projects in the Active Travel 4 Extension programme, using an existing contract or framework available to the authority.

222. Procurement of Electric Vehicle Infrastructure

The Committee received a report.

While discussing the report, individual Members:

- Considered whether it would be better for the committee to retain responsibility for the functions that this report, as well as others on the agenda, recommended be delegated to the Executive Director of Place and Sustainability, although it was acknowledged that such delegations were made to allow projects to proceed in an expedient manner. It was also highlighted that a report to seek final approval to commence the project and enter into contracts would be presented to a future meeting of the Committee.
- Noted that the report did not clarify how the funding would be divided across the Cambridgeshire and Peterborough region and suggested that it would be necessary to be informed of such information before the committee gave final approval. Members were informed that the allocations would be agreed following confirmation of the funding being provided.
- Highlighted that while the benefits of electric vehicles would continue to increase as society transitioned to more sustainable forms of generating electricity, their support in improving air quality, particularly in urban areas, was a current benefit.
- Drew attention to the need to overcome the barrier and unequal access to electric vehicles faced by people who did not have access to charging via off-street parking, particularly given that commercial charging rates were sometimes ten times higher

than charging via home connections. The importance of developing procurement specifications that were both attractive to providers and beneficial to users was acknowledged, and it was emphasised that although the report focused on specific grant funding for charge points in rural areas, there was additional ongoing work with electric vehicle infrastructure, which would be presented to the committee in future reports.

- Emphasised the importance of informing stakeholders and members of the public about this scheme and other initiatives across the county, and it was requested that Members be provided with a briefing or seminar on the wider ongoing work with electric vehicle infrastructure, including on the various grants that were available to different people and organisation to support its development. **Action required**

It was resolved unanimously to:

- a) Note the range of work that is being undertaken locally to accelerate the roll-out of Electric Vehicle Charging Infrastructure, and the specific objectives and purpose of the Local Electric Vehicle Infrastructure Fund;
- b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to sign any grant funding agreements to draw down allocations from the Cambridgeshire and Peterborough Combined Authority;
- c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to commence procurement for the delivery of the project; and
- d) Note that a report to seek final approval to commence the project and enter into contracts will be presented to a future meeting of the Highways and Transport Committee.

223. March Area Transport Programme

The Committee received a report on the next stages to deliver schemes relating to the March Area Transport Study, which outlined the conclusions of the Full Business Case 2 that had been undertaken for schemes included in the study. The report also proposed the acceptance of £7m funding from the Cambridgeshire and Peterborough Combined Authority (CPCA) and the commencement of procurement for the provision of construction and professional services related to the programme.

While discussing the report, individual Members:

- Welcomed the unanimous approval by the CPCA's Transport and Infrastructure Committee on 22 July 2024 to provide funding to the Council.
- Paid tribute to the work of officers over previous years to support the development and regeneration of March, noting that the first stage of work was scheduled to be completed in October 2024. Members highlighted the integrated nature of the

individual schemes and emphasised the importance of supporting similar schemes around Cambridgeshire in the future.

It was resolved unanimously to:

- a) Note the conclusion of the Full Business Case 2 for the March Area Transport Study schemes;
- b) Subject to approval by the Cambridgeshire and Peterborough Combined Authority, agree that the Council accept £7m funding to progress to construction of the Twenty Foot Road and St Peter's Road junctions, and develop Full Business Case 3 for the Northern Industrial Link Road;
- c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee and the Section 151 Officer, to enter a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority;
- d) Approve the ongoing development of the design for the Northern Industrial Link Road, including consultation with stakeholders;
- e) Approve the commencement of procurement for:
 - (i) The provision of construction starting March 2025 and extension periods; and
 - (ii) The provision of professional services to develop Full Business Case 3 for the Northern Industrial Link Road starting September 2024 and extension periods; and
- f) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to award and execute a contract:
 - (i) For the provision of construction starting March 2025 and extension periods; and
 - (ii) For the provision of professional services to develop Full Business Case 3 for the Northern Industrial Link Road starting September 2024 and extension periods.

224. Consideration of Representations and Objections to Proposed 20mph Speed Limit Zone in Huntingdon

The Committee received a report proposing the implementation of a 20mph speed limit on most residential roads in Huntingdon, following the completion of a public consultation on the proposals.

Mr John Morris, leader of the Hunts Walking and Cycling Group, was invited to address the committee and a statement was read out on his behalf. Highlighting the increased safety for pedestrians in an area with a reduced speed limit, Mr Morris highlighted the death of a recent cyclist in Huntingdon following a traffic collision, and expressed his support for reducing the number of injuries by implementing a 20mph zone.

Mr Conor Dignam, a resident of Huntingdon, was invited to address the committee. Drawing attention to heavy traffic volumes, Mr Dignam argued that residential roads were often used as cut throughs by vehicles travelling at excessive speeds, and noted that they were used by buses and heavy goods vehicles rather than more appropriate roads. Drawing attention to collisions that had occurred, he also highlighted the danger for people crossing roads, particularly disabled people and suggested that a 20mph speed limit would improve safety and quality of life.

Councillor Nathan Hunt, a Huntingdonshire District Councillor for the Huntingdon East ward, was invited to address the committee. Expressing concern about how the consultation process had been managed, Councillor Hunt nonetheless expressed support for the proposals, which he argued would make Huntingdon safer for residents and road users. Drawing attention to the success of a 20mph scheme in Godmanchester, Councillor Hunt welcomed that the proposals excluded the major roads in Huntingdon. Arguing that there was more support for the scheme than suggested by the consultation, he emphasised that the scheme was about improving safety rather than punishing car drivers.

Councillor David Cole, a Huntingdon Town Councillor for the Huntingdon North East ward, was invited to address the committee. Highlighting that such schemes required local support in order to be successful, Councillor Cole expressed concern about how the consultation had been conducted and how the consultation feedback had been represented in the report. Clarifying that he broadly supported 20mph schemes and had sought to encourage local support for the proposals, he challenged the report's assertion that Huntingdon Town Council (HTC) had submitted any Local Highway Improvement bids for 20mph schemes. Acknowledging that the proposed scheme was better than having no scheme at all, Councillor Cole nonetheless drew attention to HTC's preference for targeted 20mph zones in specific locations and proposed that a further consultation be held in order to attract greater support. Members were informed that the Council had considered HTC's proposals in detail and had concluded that they would be unlikely to have as significant an impact on speeds and behaviour.

The following amendment to the recommendations was proposed by Councillor Beckett and seconded by Councillor Sanderson (additions in bold, removals in strikethrough):

- a) Consider the objections and other written representations received during the statutory public notice period for this scheme;~~and~~
- b) Approve the implementation of the 20mph speed limit as published.; **and**
- c) **Bring a report back to this Committee in 24 months, reviewing the impacts of the 20mph program.**

While discussing the proposed amendment, individual Members:

- Highlighted the importance of reviewing the impact of 20mph schemes once they had been implemented to ensure that they achieved their original objectives, noting that initial concerns were often overcome, resulting in higher levels of support, as had been the case with the introduction of seat belt legislation. It was confirmed that the committee would be able to consider what action to take if the review identified that the scheme had not achieved its objectives.
- Clarified that the review would not impact the proposed implementation of the 20mph scheme, and that it would take place 24 months after implementation. Members were informed that the Council habitually reviewed the impacts of all schemes it implemented, and it was noted that such reviews took place two or three years after implementation to ensure that sufficient data had been captured for a meaningful analysis to be carried out.
- Emphasised that the proposed review should consider a wide range of data, including accident statistics, speed recordings and anecdotal evidence, noting that such data could be difficult to obtain and that engagement with local communities was important to support such a process.
- Suggested that other 20mph schemes across the county should also be reviewed, although it was acknowledged that this would be a significant task.

Following discussion, the amendment was approved by a majority.

While discussing the report and amended recommendations, individual Members:

- Highlighted the importance of local initiation and support for 20mph schemes from the communities in which they were implemented, with some Members emphasising that although they opposed the Huntingdon proposals due to the apparent lack of local support, they supported such schemes in general.
- Argued that the consultation only sought objections to the proposals, rather than genuine input to their development, although it was acknowledged that consultations often received disproportionate levels of engagement from those opposing proposals compared to those supporting them.
- Acknowledged concerns about the consultation process but drew attention to a further consultation that had been carried out by HTC, alongside extensive discussion of the proposals within the local community. It was noted that only 42 representations had been received from a community of over 20,000 people, and it was suggested that more widespread opposition would have resulted in higher levels of objections. Notwithstanding, Members acknowledged that engagement carried out through consultations could be improved to increase the benefits of such processes.
- Considered whether a further consultation would be beneficial, with some Members arguing that residents' views should be sought prior to implementation and others arguing that an informed analysis of the impacts two years after implementation

would provide greater insight. It was argued that consultations were always problematic and rarely resulted in unanimous support for any proposals, and emphasised that the Council was required to make decisions based on the data and feedback that was available.

- Emphasised that proposals from HTC for targeted zones had been assessed by officers and considered less effective than a wider scheme across the whole town, noting that they did not include routes to schools which were often as dangerous as those directly outside schools. It was also argued that frequent changes between speed limits within an area was a cause of confusion and uncertainty for drivers. Nonetheless, it was suggested that the HTC proposals and subsequent analysis could have been given greater support and could have been included in the report to provide further justification for why they were dismissed by officers.
- Highlighted that although the police had provided comments on particular aspects of the scheme, they did not object to its implementation and supported the overall strategy of reducing speeds.
- Sought clarification on why the proposals were being considered by the committee, while other similar schemes, such as a 20mph scheme implemented in Ely, had been decided by officers. Members were advised of the process for officer delegations as they were set out in the Constitution.
- Acknowledged that there would always be vehicles that exceeded whatever speed limit was on place but argued that a reduction in the speed limit would subsequently lead to a reduction in the average speed, thereby reducing accident rates. It was suggested that the benefit of saving lives could not be over-stated or over-valued, with attention drawn to the immediate changes in behaviour and other benefits of schemes that had already been implemented, such as those in Duxford, Ickleton and Godmanchester.
- whether a further consultation would be beneficial, with some Members arguing that residents' views should be sought prior to implementation and others arguing that an informed analysis of the impacts two years after implementation would provide greater insight. It was argued that consultations were always problematic and rarely resulted in unanimous support for any proposals, and emphasised that the Council was required to make decisions based on the data and feedback that was available.
- Noted the environmental benefits from reduced traffic speed, emphasising that such benefits were greater than those achieved by reducing congestion. Reduced speeds would also improve safety and encourage active travel and use of public transport, an objective particularly supported by travel ambassadors across the county in improving safe and healthy routes to schools.

It was resolved by majority to:

- a) Consider the objections and other written representations received during the statutory public notice period for this scheme;
- b) Approve the implementation of the 20mph speed limit as published; and

- c) Bring a report back to this Committee in 24 months, reviewing the impacts of the 20mph programme.

225. East West Rail Company Consultations

The Committee received an update report on the East West Rail (EWR) project, including an outline position on several key topic areas for the Council's response to a future consultation.

Mr Mark Kleinman was invited to address the committee. Suggesting that the EWR scheme would undermine some of the Council's strategic ambitions, Mr Kleinman argued that its proposals did not come from an evidence-based approach, did not address the region's connectivity challenges, and did not offer good value for money. Suggesting that the EWR scheme overestimated the level of future job growth at the Cambridge Biomedical Campus, he also expressed concern that the future housing growth anticipated in Cambourne and Tempsford would lead to a greater level of car journeys, rather than an increase in use of public transport. Noting that the future of the EWR project remained unclear following the election of a new government, Mr Kleinman encouraged the committee to reject the recommendations and undertake a Council-led analysis of the impacts of the current EWR proposals on residents, businesses and the Council's own budget and policies. It was clarified to Members that the proposed delegated authority to respond to the anticipated future consultation would include a review of the proposals against the Council's strategic ambitions.

While discussing the report, individual Members:

- Acknowledged the concerns of residents and businesses about the potential impacts of EWR but emphasised that further information from the new government would be necessary before the Council could assess the project's business case in detail. Specific concerns were highlighted about incremental housing development as a result of the project, as well as the route alignment and location of potential new stations, but it was argued that such issues should be considered after further development of the proposals.
- Drew attention to the potential wide-ranging impacts and benefits of EWR across the county and the wider region, and highlighted the important role of the Council as a statutory consultee in the process. It was clarified that if the consultation proceeded, the Council would discuss relevant issues with a wide range of other bodies, including district councils, the Combined Authority, Historic England, Natural England and the Environment Agency, as well as residents and businesses.

It was resolved unanimously to:

- a) Endorse the position set out in this report and note the latest information and updates on the East West Rail project;
- b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport

Committee, to submit Nationally Significant Infrastructure Project related responses to both the Applicant and the Planning Inspectorate on behalf of the Council; and

- c) Note that where delegated powers are used, draft responses will be sent to Local Members and the members of the Highways and Transport Committee ahead of submission to the Planning Inspectorate.

226. A1421 Traffic Management and Road Safety Options

The Committee received a report in response to a motion agreed by Full Council in October 2023, which set out options to address safety concerns relating to the A1421 between the A1123 in Haddenham and the A141 at Witcham Toll.

While discussing the report, individual Members:

- Highlighted the importance of road safety and acknowledged the specific concerns about the A1421, but drew attention to similar issues across the county, such as additional traffic resulting from connections to the M11 and the A10 corridor, and argued that such matters needed to be considered together and prioritised accordingly.
- Considered whether the benefits of declassifying the A1421 would justify the cost. Some members argued that the benefits for surrounding villages would be significant, while the cost of declassification would be saved on maintenance costs that resulted from heavy goods vehicles (HGVs) not using a B-road. Other members argued that international freight lorries would continue to use a declassified B-road, despite many local hauliers agreeing to use alternative routes whenever possible, because sat nav systems did not consider such issues when proposing routes.
- Expressed concern that the report only set out options and requested a future report with specific proposals for the committee's approval, including further detail on the potential impacts of the available options. However, other Members drew attention to ongoing action, such as speed reduction measures, and suggested that such work needed to be completed and assessed before the committee could consider further action. It was agreed that the committee's Spokes would consider the request for a future report, following the meeting detailed in section 3.7 of the report.

Action received

It was resolved unanimously to:

- a) Note the options set out in this report for the A1421, including declassification;
- b) Note progress made on International Road Assessment Programme analysis; and
- c) Note the options for traffic calming measures set out in paragraph 3.8 of this report.

227. Finance Monitoring Report - Outturn 2023-24

The Committee received the Outturn Finance Monitoring Report for the services within its remit for the 2023/24 financial year, which included an approximate £27m underspend against an approximate £73m budget.

While discussing the report, individual Members:

- Clarified that allocated budgets that were not spent, such as the £180k underspend on the structural footway programme, would be rolled over to the following financial year, with the original projects still scheduled to take place. While it was acknowledged that inflationary costs may affect the budget of some such works being delayed, it was also noted that contracts were often in place and it was just the work itself waiting to be carried out.
- Sought clarification on whether the Wisbech Town Centre Access Study referenced in Appendix 3 of the report was the same project as the Wisbech Access Study.

Action required

- Clarified that vacancies were reported on in the Performance Monitoring Reports that were presented to the committee. It was also suggested that it would be helpful for Finance Monitoring Reports to provide additional narrative on overspends or underspends that officers were concerned about.
- Requested further information on the Local Infrastructure Improvements referred to in Appendix 3 of the report. **Action required**
- Welcomed the service updates that were circulated to Members, particularly regarding the Local Highway Improvement schemes, which it was confirmed would continue to be circulated on a monthly basis.

It was resolved unanimously to:

Review and comment on the report.

228. Finance Monitoring Report – May 2024

The Committee received the Finance Monitoring Report to the end of May 2024 for the services within its remit, which also detailed capital carry-forwards and reprofiling, as set out in Appendix 3 of the report, that had been approved by the Strategy, Resources and Performance Committee at its meeting on 9 July 2024, alongside additional budget and funding, as set out in paragraph 3.5 of the report.

It was resolved unanimously to:

- a) Note that Strategy, Resources and Performance Committee approved the capital carry-forwards and reprofiling, as detailed in Appendix 3 of the Finance Monitoring Report;
- b) Note that Strategy, Resources and Performance Committee approved the additional budget / funding, as set out in paragraph 3.5 of this report; and
- c) Review and comment on the report.

229. Highways and Transport Committee Agenda Plan, Appointments to Outside Bodies and Internal Advisory Groups and Panels, and the Appointment of Member Champions

The Committee received a report which detailed the agenda plan and sought appointments to outside bodies, as well as internal advisory groups and panels. Appointments were also requested for the roles of Migrant Champion and Community Safety Champion.

While discussing the report, individual Members:

- Noted that further appointments were required for the Huntingdonshire LHI Panel, and it was suggested that substitutes should also be appointed to all the LHI panels.
Action required
- Agreed for the Committee's Spokes to consider whether local Members should be appointed to the A141 and St Ives Improvements Scheme Member Working Group.
Action required

It was resolved unanimously to:

- a) Review the committee's agenda plan;
- b) Agree the appointments to outside bodies, as set out in Appendix 2 of the report;
- c) Agree the appointments to internal advisory groups and panels, as set out in Appendix 3 of the report;
- d) Agree to appoint Member Champions, as set out in Appendix 4 of the report.

Chair
1 October 2024

Highways and Transport Committee Minutes - Action log

This is the Committee's updated minutes action log, and it captures the actions arising from recent Highways and Transport Committee meetings and updates Members on the progress in complying with delivery of the necessary actions.

Minutes of the Committee Meeting Held on 23 January 2024

Minute no.	Report	Officer responsible	Action	Update	Status
193.	Place and Sustainability Risk Register	D Allatt	Member briefing to be organised on climate risk.	A briefing on the Local Highways climate work was held on 29 August 2024.	Complete

Minutes of the Committee Meeting Held on 30 April 2024

Minute no.	Report	Officer responsible	Action	Update	Status
211.	Minutes – 5 March 2024 and Action Log	D Allatt	Follow up with town and parish councils in order to build confidence in value for money, as noted in Minute 203 (Highways Maintenance Capital Programme)	A session with town and parish councils will be arranged. A session initially planned for August was postponed following a low response rate.	Ongoing

213.	Department for Transport Approved Automatic Number Plate Recognition Traffic Enforcement Camera Procurement	D Allatt	Arrange for the Chair or the Vice-Chair of the committee to meet with the Local Member for March North and Waldersey in Fenland to see how CPE could be progressed in the District.	The Vice-Chair met with the Local Member for March North and Waldersey to discuss CPE.	Complete
215.	Corporate Performance Report	J Munslow	Provide a briefing to explain the cyclic regime for inspecting gullies and the communication process, with a list of gullies by area.	A briefing will be scheduled on gullies.	Ongoing
		D Allatt	Reflect with road safety officers on appropriate indicators to cover some form of attribution to areas where safety measures could have been improved or where there were defects.	A Road Safety Update is scheduled to be presented to the committee at its meeting on 3 December 2024.	Ongoing
			Present a report to a future committee meeting on gradual patterns which could be investigated and addressed holistically in relation to road fatalities and casualties.	A Road Safety Update is scheduled to be presented to the committee at its meeting on 3 December 2024.	Ongoing

Minutes of the Committee Meeting Held on 23 July 2024

219.	Minutes – 30 April 2024	M Atkins	Circulate a recording of the Member briefing on Gaist, as referenced in Minute 203 (Highways Maintenance Capital Programme).	A recording of the briefing was circulated on 24 July 2024.	Complete
221.	Active Travel Fund 4 Extension	N Young	Provide clarification on when the Department for Transport is expected to review and refresh the Local Cycling and Walking Infrastructure Plans guidance.	An update from the Department for Transport on LWCIP guidance is awaited, but there is no firm date yet for its issue.	Ongoing
			Provide Members with an update, when it has been established how residents in the villages surrounding Alconbury Weald will be able to connect to the Huntingdon to Alconbury Weald cycling and walking route.	There is an LWCIP prioritised route from Alconbury to Alconbury Weald. Delivery of this scheme is subject to securing funding. Once a route is delivered from Alconbury Weald to Huntingdon, there is likely to be increased emphasis on funding this link to allow greater access to the wider network. Work is currently being undertaking to improve funding scoring criteria, for example putting greater weighting on social isolation, to help support rural links.	Ongoing

222.	Procurement of Electric Vehicle Infrastructure	C Poultney	Provide Members with a briefing or seminar on the wider ongoing work with electric vehicle infrastructure, including on the various grants that are available to different people and organisations to support its development.	A briefing was held on 11 September 2024 in collaboration with the Combined Authority and the Energy Saving Trust, and the content has been circulated to all members.	Complete
226.	A1421 Traffic Management and Road Safety Options	S Hansen	The committee's Spokes to consider the request for a future report with specific proposals for the committee's approval, including further detail on the potential impacts of the available options, following the meeting detailed in section 3.7 of the report.	A briefing note was shared with the committee's Spokes.	Complete
227.	Finance Monitoring Report - Outturn 2023-24	S Howarth	Clarify whether the Wisbech Town Centre Access Study referenced in Appendix 3 of the report is the same project as the Wisbech Access Study.	The Wisbech Town Centre Access Study referenced in the Finance Monitoring Report Outturn is the same project more widely known as Wisbech Access Study.	Complete
		D Allatt	Provide further information on the Local Infrastructure Improvements referred to in Appendix 3 of the report.	Awaiting update.	Ongoing

229.	Highways and Transport Committee Agenda Plan, Appointments to Outside Bodies and Internal Advisory Groups and Panels, and the Appointment of Member Champions	J Rutherford	Organise further appointments for the Huntingdonshire LHI Panel, and consider whether substitutes should also be appointed to all the LHI panels.	Awaiting update.	Ongoing
		F Jordan	The committee's Spokes to consider whether local Members should be appointed to the A141 and St Ives Improvements Scheme Member Working Group.	Awaiting update.	Ongoing

Integrated Transport Block Funding Allocation 2025-26

To: Highways and Transport Committee

Meeting Date: 1 October 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/080

Outcome: The purpose of the report is to seek approval for the allocation of the £3.215m Integrated Transport Block (ITB) funding for 2025-26.

Recommendation: The Committee is recommended to:

- a) Approve the proposed allocation of the Integrated Transport Block funding for 2025-26, subject to the funding being passed to the County Council by the Cambridgeshire and Peterborough Combined Authority;
- b) Note changes in the funding allocations from previous years; and
- c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to re-allocate funding to other schemes up to a value of £500,000.

Officer contact:

Name: Cat Rutangye
Post: Funding and Innovation Programme Manager
Email: cathryn.rutangye@cambridgeshire.gov.uk
Tel: 01223 715532

1. Creating a greener, fairer and more caring Cambridgeshire

1.1 The Integrated Transport Block Fund (ITB) supports transport programmes/projects that complement or enhance the Council's seven ambitions, as demonstrated below:

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.

All programmes contribute towards the net zero vision, for example by enabling and encouraging people to make a switch from private car use to active travel or public transport services. In addition, criteria used to score and prioritise the [Transport Proposals Database](#)¹ (TPD) for a significant proportion of ITB funding includes 'Climate – Successfully and fairly reducing emissions to Net Zero by 2050'.

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

ITB funds projects to improve the safety of all road users, including projects that align with the Road Safety Partnership Strategy 'Vision Zero'. Projects also include providing appropriate lighting on active travel routes, speed management measures, and safe pedestrian crossings. The criteria used for scoring TPD schemes includes two related areas 'Safety – to prevent all harm by reducing risk and enabling people to use the transport system with confidence. Contribute towards Vision Zero', and 'Environment - Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network'.

1.4 Ambition 3: Health inequalities are reduced.

The ITB funds projects that improve people's health and wellbeing through active travel and increased accessibility, as well as projects that improve access to healthcare facilities. TPD scoring includes criteria for 'Health – Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stronger, fairer, more resilient communities'.

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

The projects delivered through ITB funding 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. TPD scoring criteria includes two relevant areas, namely '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', and 'Safety' as described in paragraph 1.3 of this report.

1.6 Ambition 5: People are helped out of poverty and income inequality.

Programmes funded by ITB seek to identify local characteristics and provide infrastructure to increase access to travel modes. Improvements to the transport network also provide a means for people to access employment opportunities and career services. TPD scoring criteria includes 'Connectivity - People and communities are brought closer together, giving

¹ The Transport Proposals Database (TPD) lists schemes that the County Council has identified through relevant strategies and plans, for potential delivery to support growth in Cambridgeshire.

more opportunities for work, education, leisure and pleasure’.

- 1.7 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 with ITB funding contribute to improved access to services, jobs and education. This is also reflected in the TPD scoring criteria for ‘Productivity’, as described in paragraph 1.5 of this report.

- 1.8 Ambition 7: Children and young people have opportunities to thrive.

ITB funds transport schemes that are accessible to individuals of all ages, as well as schemes that specifically encourage children and young people’s safe access to schools, community spaces, and other area. This is addressed in the TPD ‘Connectivity’ criteria described in paragraph 1.6 of this report.

2. Background

- 2.1 The ITB fund is an annual £3.215m fund received by the Council from the Department for Transport, via the Cambridgeshire and Peterborough Combined Authority. The funds are allocated to priorities to enable the provision of transport infrastructure.
- 2.2 The proposal in this report is made on the basis that the ITB grant is again passed to the Council for the 2025-26 financial year.

3. Main issues

- 3.1 Funding has been at the level of around £3.215m for several years, in which the amount allocated to the different programmes has remained the same.
- 3.2 Following a recent review of the allocation, some adjustments are being proposed. The review took into account the following:
- (i) the prioritised needs of services;
 - (ii) capacity to deliver schemes in a timely manner, without the need to carry-over the ITB funds; and
 - (iii) other available funding sources
- 3.3 Table 1 shows the 2024-25 funding allocation, as well as the amendments proposed for 2025-26:

Integrated Transport Block Budget Heading	2024/25 allocation	Proposed allocation for 2025/26	Notes
Delivering Transport Strategy Aims (DTSA): to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies.			
<ul style="list-style-type: none"> Countywide 20mph Programme (DTSA) to continue to develop and implement the countywide 20mph programme by allowing applications countywide. 	£150k	£150k	See para 3.4 a)
<ul style="list-style-type: none"> Other DTSA schemes 	£1.2m	£730k	See para 3.4 b)
Local Highway Improvement (LHI): to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions.	£620k	£620k	No changes
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	£260k	See para 3.5
Minor improvements for accessibility to implement disabled persons parking places where required.	£15k	£85k	See para 3.6
Road Safety schemes at locations with strong evidence of high risk of injury collisions.	£600k	£600k	No changes
Major scheme development to support early scheme development work to ensure a pipeline of schemes are available.		£200k	No changes
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. Includes Major scheme development (£200k) to support early scheme development work to ensure a pipeline of schemes are available.	£545k	£545k	No changes
Air Quality Monitoring funding contribution to city/district councils to undertake monitoring work.	£25k	£25k	No changes
Miscellaneous/contingency	-	£200k	See para 3.7
TOTAL	£3.215m	£3.215m	

Table 1 - Proposed Integrated Transport Block allocations, 2025/26

- 3.4 Delivering Transport Strategy Aims (DTSA): A budget of £1.35m has been allocated to DTSA schemes in previous years. The following allocation is proposed for 2025/26.
- a) Countywide 20mph Programme (DTSA): This programme was previously allocated £400k of ITB funding over three years: £100k in 2022-23, £150k in 2023-24, and the final instalment of £150k in 2024-25. To support further rollout of the programme, an additional £150k allocation is proposed, bringing the total DTSA contribution to £550k.
 - b) Other DTSA schemes: In addition to the 20mph programme, ITB will fund other schemes prioritised from the [Transport Proposals Database](#), as is done each year. This prioritisation will take place later in 2024 and be brought before Committee for approval prior to the 2025-26 financial year. Because several prior-funded DTSA projects are in the crucial delivery stage, it is proposed that in 2025-26 initially, a temporary reduced budget of £730k is allocated to the DTSA programme. This will allow focus on delivering those schemes already in-progress. The amount allocated to DTSA will be reviewed in due course for the 2026-27 year.
- 3.5 Minor improvements to Public Rights of Way: An additional £200k is proposed for this programme to upgrade existing infrastructure in line with recommended specifications, which will in turn improve accessibility to public footpaths. This would include, for example, removing steps on public footpath bridges, and upgrading gates.
- 3.6 Minor improvements for accessibility: An additional £70k is proposed to provide further disabled parking spaces as required across the county.
- 3.7 Miscellaneous/contingency: These funds will be applied towards any further pre-approved schemes, and/or any unexpected expenses incurred by ITB schemes.

4. Alternative Options Considered

- 4.1 As part of the review of the ITB budget headings, alternative scenarios of funding allocation were considered. The proportion of funding allocated to each area proposed is based on the services' need, their ability to utilise the funds each year, and the lack of other funding sources, as detailed in paragraph 3.2 of this report.

5. Conclusion and reasons for recommendations

- 5.1 The proposed allocation of the ITB grant aims to make efficient use of a relatively small amount of funding (in relation to need), across a range of transport programmes.

6. Significant Implications

6.1 Finance Implications

The ITB fund is passported via the Combined Authority from central government on an annual basis and provides capital funding for scheme development and delivery. Existing

programmes funded through the annual ITB fund as described in this paper will be used to progress schemes via individual programme processes. Unsuccessful schemes may be eligible for 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.

6.2 Legal Implications

There are no significant implications for this priority.

6.3 Risk Implications

There are no significant implications for this priority.

6.4 Equality and Diversity Implications

An Equality Impact Assessment has been completed, and is attached at Appendix 1. There were no negative impacts identified.

6.5 Climate Change and Environment Implications (Key decisions only)

The programmes receiving ITB funding have all demonstrated how they will contribute to climate change and environment targets, as required in business plans. This is achieved through numerous programmes, including active travel projects, speed reduction schemes, transport interchange enhancement, bus priority lanes, and contributing towards air quality monitoring, to name a few. During the implementation of certain schemes, carbon costs will be estimated and where possible carbon reduction measures will be implemented. These measures could include the use of recycled or low carbon materials over conventional.

7. Source Documents

7.1 None

EQUALITY IMPACT ASSESSMENT - CCC636806839

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

Directorate	Service	Team
Place and Sustainability	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy

Your name: Cat Rutangye

Your job title: Funding and Innovation Programme Manager

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy

Your phone: 01223715532

Your email: cathryn.rutangye@cambridgeshire.gov.uk

Proposal being assessed: Integrated Transport Block Funding Allocation 2025-26

Business plan proposal number: CCC

Key service delivery objectives and outcomes: The aim of the service is to develop strategies that support and enhance our transport network and communities, as well as to identify funding sources and ensure they are spent within the guidelines and timescales. The Cambridgeshire and Peterborough Combined Authority (CPCA), as Local Transport Authority, receives Local Transport Plan (LTP) capital grants from the Department for Transport (DfT), including the Integrated Transport Block (ITB) grant. The CPCA then passes the grant to the County Council to spend. The ITB funding has been at the level of £3.215m for several years. To use this relatively small amount of funding effectively, the ITB is allocated to a few targeted programmes to deliver local integrated transport schemes. To use this relatively small amount of funding effectively, the ITB is allocated to a few targeted programmes to deliver local integrated transport schemes.

What is the proposal: The proposal is to allocate the ITB fund to the identified programmes, taking note of the changes from previous years to the amounts/areas allocated: Integrated Transport Block Budget Heading 2024/25 allocation New amounts proposed for 2025/26 Total allocation for 2025/26 Local Highway Improvement (LHI) LHI ongoing allocation £620,000 - £620,000 LHI new annual allocation - £200,000 £200,000 Delivering Transport Strategy Aims (DTSA) Countywide 20mph Programme (DTSA) £150,000 £150,000 £150,000 Other DTSA schemes (to include 'missing links' and other themes tbc) £1,200,000 £730,000 £730,000 Road Safety schemes £600,000 - £600,000 Minor improvements to Public Rights of Way £60,000 £200,000 £260,000 Minor improvements for accessibility £15,000 £70,000 £85,000 Strategy Development and Integrated Transport schemes £345,000 - £345,000 Major scheme

development £200,000 - £200,000 Air Quality Monitoring £25,000 - £25,000 TOTAL £3,215,000
£1,350,000 £3,215,000

What information did you use to assess who would be affected by this proposal?:Team leads were consulted to guide the proposed changes. In addition, all programmes identified are pre-required to have assessed the impact of their programmes. This would include e.g. traffic monitoring and community consultations. Each programme has its own separate EQLa, demonstrating how it has met this requirement.

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 people living, working or visiting Cambridgeshire.

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?:No

What is the significance of the impact on affected persons?:The transport programmes identified for ITB funding will affect everyone who is undertaking any mode of transport (whether motorised or non-motorised modes), by promoting safety and encouraging accessibility for different modes of travel. The active travel schemes will improve fitness and mental health, as schemes will provide more opportunities for walking and cycling. The accessibility funding will increase car parking spaces for disabled persons, thereby improving the experience of disabled persons who travel by vehicle. The air quality funding will help to improve air quality for all in Cambridgeshire.

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)?: No

Age: All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. Some programmes will have direct impact on certain age groups, such as speed interventions around schools.

Disability: All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. Some programmes will have direct impact on people with disabilities, such as the provision of disabled parking spaces, and improved access to public footpaths.

Gender reassignment:

All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. The equality impact on this protected group will be considered within individual programmes.

Marriage and civil partnership: All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics.

Pregnancy and maternity: All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. The equality impact on this protected group will be considered within individual programmes.

Race: All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. The equality impact on this protected group will be considered within individual programmes.

Religion or belief (including no belief): All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. The equality impact on this protected group will be considered within individual programmes.

Sex: All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. The equality impact on this protected group will be considered within individual programmes.

Sexual orientation: All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. The equality impact on this protected group will be considered within individual programmes.

Socio-economic inequalities: All programmes aim to provide new and improved transport infrastructure, irrespective of the population's characteristics. Some programmes will those identify poorer communities requiring additional/alternate transport interventions.

Head of service: Chris Poultney

Head of service email: chris.poultney@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Procurement of Civil Parking Enforcement Services

To: Highways and Transport Committee

Meeting Date: 1 October 2024

From Executive Director of Place and Sustainability

Electoral division(s): Cambridge City, South Cambridgeshire District

Key decision: Yes

Forward Plan ref: 2024/064

Executive Summary: This paper seeks authorisation to procure Civil Parking Enforcement Services, and to delegate authority to award the contract following a full procurement process to ensure a high-quality service at the best achievable cost.

Recommendation: The Committee is recommended to:

- a) Authorise the Executive Director of Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to commence the procurement for Civil Parking Enforcement Services for a term of five years, with an option to extend for a further five years: and
- b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to award and execute a contract for the provision of Civil Parking Enforcement Services starting 1 August 2025 and extension periods.

Officer contact:

Name: Philip Hammer

Post: Parking Services Manager

Email: philip.hammer@cambridgeshire.gov.uk

Tel: 01223 727903

1. Creating a greener, fairer, and more caring Cambridgeshire

- 1.1 This procurement aligns with the Council's Strategic Framework and Ambitions in relation to the environment (Ambition 1) as follows:
- Failure to adequately manage parking enforcement will increase congestion and undermine road safety.
 - The management of parking enforcement assists journey times for public transport promoting this mode of travel.
 - Parking enforcement is tied to incentives around the usage of environmentally friendly transport.
- 1.2 In addition to this, the procurement firmly aligns with the second ambition of improving travel across the county through providing the resources needed for the service to manage the road traffic network.
- 1.3 The following bullet points set out details of implications regarding this ambition:
- Enforcement of programmes implemented through the Local Highways Improvement programme
 - The management of parking enforcement assists journey times for public transport promoting this mode of travel.

2. Background

- 2.1 The current Civil Parking Enforcement contract was awarded to "Legion" OCS Group UK Ltd, and it expires on 31 July 2025. Therefore, there is a requirement to commence a procurement process to enable a new contract to be awarded from 1 August 2025.
- 2.2 The service provides the enforcement of Traffic Regulation Orders within the Cambridgeshire Special Enforcement Area (SEA). This area currently covers the city of Cambridge and the South Cambridgeshire district area.
- 2.3 The cost of the Council's current contract with Legion (OCS Group UK Ltd) exceeds the requirement for a key decision. There are also other costs involved in providing parking services such as in-house staff, client costs and infrastructure costs. These costs are covered from the income generated from Penalty Charge Notices (PCNs). Any surplus income is ringfenced and re-invested into eligible Council's services in accordance with the legislation laid out in section 55 of the Road Traffic Regulation Act 1984^[1].
- 2.4 The current arrangements offer a flexible and scalable approach to the running of parking enforcement within Cambridgeshire, with the contractor working alongside the Council to enable it to increase service levels as operational demand requires. Examples of this can be seen through the expansion of the Resident Parking Schemes and expansion of Civil Parking enforcement to include South Cambridgeshire District. Further examples would be changes to day-to-day operation as required to help the Council achieve their ambitions such as swapping from mopeds to e-bikes. It is therefore important that flexibility is provided for in any new contract.

- 2.5 Civil Enforcement Officers are one of the front-line services provided by the Council and interact with the public daily. Due to this, they perform an ambassadorial role for the Council. The Council has adopted policies relating to enforcement, to approach enforcement in an ethical and responsible way.

3. Main Issues

- 3.1 The objectives of Civil Parking Enforcement are to manage parking in order to:
- Reduce congestion
 - Support business and the communities by addressing inappropriate parking
 - Encourage correct, sensible, and safe parking
 - Improve compliance with parking restrictions
 - Ensure designated parking spaces are used only by those they are intended for
 - Enable buses to operate more effectively
 - Improve air quality, health, and the general environment
 - Reduce delays for emergency services
 - Keep Cambridgeshire moving
- 3.2 The Council will undertake a competitive process and complete all necessary contractual documents in accordance with the Council's Contract Procedure Rules. A draft procurement plan indicating key milestones has already been produced in agreement with the procurement team.
- 3.3 The Procurement team is currently being consulted to decide how to proceed with the procurement of this service. The options are whether to have an open tender process, to which any potential bidder can submit a tender, or to have a competitive flexible procedure with a pre-qualification stage, which may be more appropriate due to the volume of potential suppliers and sensitivity around information, such as current employment contracts and implications relating to the Transfer Undertakings (Protection of Employment) (TUPE) Act. The tender will be published before the end of February 2025, so will be procured in line with the existing procurement regulations, as the changes included in the Procurement Act 2023 have been delayed until 24 February 2025. Due to the value of the contract, a social value element will also be included as part of the evaluation process.

4. Alternative Options Considered

- 4.1 Other alternatives have been considered. These options would be:
- To do nothing and not re-procure the contract
 - Alternate route(s) to market
 - To bring the service in-house rather than undertaking the external procurement process
- 4.2 To do nothing has been discarded as an option, as this would result in the service provided ceasing to function which would lead to several negative implications for the Council. This ranges from being unable to manage the highway effectively, which would be against the Council's ambitions and would lead to a loss in public confidence.

- 4.3 Alternate routes to market have been investigated. On initial exploration with the procurement lead, at this time, there is no suitable framework for use. There is a potential framework to be awarded in October by the Crown Commercial Service (CCS) [2]. However, due to the timelines involved, this would potentially cause issues due to implementation windows.
- 4.4 Following a previous Highways and Transport Committee meeting in July 2023, it was questioned as to whether it was viable to bring the service in-house. The feasibility of whether this would be possible and within the best interests of the Council was investigated, and it was found not to be a viable alternative, due to the operational and financial strain that this would put on the Council. Additionally, to implement bringing the service in-house would take an extended period of time, which would not be feasible given the current timelines.
- 4.5 To expand on bringing the service in-house, contracting the service provides the Council with several benefits. An example of this would be by protecting the Council from potential financial risk relating to the employment and training of new staff, along with other initial outlay, such as uniform for new employees. This is especially relevant as the field often has a relatively high rate of turnover for new employees. It would also potentially avoid legal risk involved in undertaking the TUPE process when looking to bring staff in-house from the existing contract, where the terms of employment often differ greatly to the general terms of employment with the Council. Keeping this as a contracted service also off-loads various associated tasks to the contracted party.

5. Conclusion and reasons for recommendations

- 5.1 The recommendation is therefore to procure a new contract for Civil Parking Enforcement Services, as the alternative options available would be of disbenefit to the Council and have severe negative implications.

6. Significant Implications

6.1 Finance Implications

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

- A failure to renew the enforcement contract carries the following risks:
 - Failure to adequately manage parking enforcement will decrease compliance with on and off-street parking regulation leading to a substantial loss of revenue through paid for parking.
 - Due to loss of revenue several other highways departments would have budgets significantly affected.

6.2 Legal Implications

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

- The procurement of a new enforcement contract carries the following risk:

- All staff undertaking parking enforcement must be qualified and fully trained. The Transfer of Undertakings (Protection of Employment) Act (TUPE) will apply to staff within the current contract and may move to a new provider with terms and conditions retained.
- The Council shall comply with the Public Contract Regulations 2015 and shall meet the obligations set out in the Council's Contract Procedure Rules.
- The Council shall instruct Pathfinder Legal Services Ltd to assist in drafting and advising during the procurement process and the award of the contract.

6.3 Risk Implications

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

- A failure to renew the enforcement contract carries the following risks:
 - Failure to adequately manage parking enforcement will increase congestion and undermine road safety;

6.4 Equality and Diversity Implications

There are no significant implications within this category.

A completed EqIA assessment is attached at Appendix 1.

6.5 Climate Change and Environment Implications

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

- A failure to renew the enforcement contract carries the following risks:
 - Failure to adequately manage parking enforcement will undermine demand management and modal shift strategies.

Throughout the lifespan of the existing contract the council has implemented modal shift in the way the civil enforcement officers move about the SEA by replacing combustion scooters with e-bikes. Going forward, the Council will be stipulating this as a requirement in the specification.

Further to this, in the specification document it will be laid out that where feasible eco-friendly alternatives should be considered and adopted where appropriate, for example with bio-degradable stationery such as PCN wallets. The Council will look to implement this throughout the lifetime of the contract and review where possible as a continuous improvement plan in line with ambition 1.

7. Source Documents

7.1 [Road Traffic Regulation Act 1984, section 55](#)

7.2 [Crown Commercial Services Framework RM6349](#)

EQUALITY IMPACT ASSESSMENT - CCC635738617

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

Directorate	Service	Team
Place and Sustainability	Parking Enforcement	Parking Enforcement

Your name: Ian Read

Your job title: Operations and Contracts Officer

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Parking Enforcement	Parking Enforcement

Your phone: 07798803825

Your email: Ian.Read@cambridgeshire.gov.uk

Proposal being assessed: Procurement of Civil Parking Enforcement Services

Business plan proposal number: 2024/064

Key service delivery objectives and outcomes: The objectives of Civil Parking Enforcement (CPE) are to manage parking to: · Reduce congestion · Support business and the communities by addressing inappropriate parking · Encourage correct, sensible and safe parking · Improve compliance with parking restrictions · Ensure designated parking spaces are used only by those they are intended for · Enable buses to operate more effectively · Improve air quality, health and the general environment · Reduce delays for emergency services · Keep Cambridgeshire moving

What is the proposal: The service is looking to procure a new parking enforcement services contract. We already have a contract in place, however this is due to expire in July 2025 with no further extension periods available within the scope of the contract. The procurement for the renewal of the service is due to go before committee for approval due to the value of the contract.

What information did you use to assess who would be affected by this proposal?: The service will affect the general public so potentially includes all areas identified as protected characteristics. Internally by the council it will only be used by a small subset of employees within the parking services department. Additionally as this is a services/ man-hours contract potentially existing and future contracted employees may also be affected.

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

Does the proposal cover: Specific teams

Which particular employee groups/service user groups will be affected by this proposal?:

The parking enforcement team will work closely with those contracted through the service. Additionally the general public will be affected as the service affects users of the highway

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 impact of the service on the general public is very significant. Without the service in place many people will be disadvantaged as the objectives and outcomes of the service are not met, negatively impacting the everyday life of both residents in the City of Cambridge and South Cambridge District Area, along with users of the highway in these areas. Consequences of not meeting these objectives would also potentially disproportionately affect users with mobility issues, or other issued with a Blue Badge

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: Disability

Research, data and /or statistical evidence:<https://www.gov.uk/government/statistical-data-sets/blue-badge-scheme-statistics-data-tables-dis> Data from the government based on the amount of blue badges issued, 4.56% of the population as of the end of 2023. DIS104 used to gain figures relating to Blue badges in the region. DIS105 used to gain figures in further detail, Cambridgeshire has a rate of 4.57% of the population as blue badge holders, so slightly above national average, with the East of England as a whole being slightly below the average at 4.52%. Cambridgeshire has approximately 31,000 blue badge holders as issued by the local authority.

Consultation evidence: N/A

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: The primary positive benefits are listed in our objectives and aims of the service as such it will bring about the following benefits: · Reduce congestion · Support business and the communities by addressing inappropriate parking · Encourage correct, sensible and safe parking · Improve compliance with parking restrictions · Ensure designated parking spaces are used only by those they are intended for · Enable buses to operate more effectively · Improve air quality, health and the general environment · Reduce delays for emergency services · Keep Cambridgeshire moving This will provide benefit for a range of the protected characteristics. For example for those with a poor socio-economic background they may be more reliant on public transport which this procurement aims to help. Additionally as previously mentioned in this report disabled people of Cambridge benefit not only through the improved public transport where they may have issues arranging their own transport, but for those who do have their own personal transport this enables them to park closer to potential destinations by ensuring

that the relevant areas are kept clear for them through enforcement, as outlined in the fourth bullet point.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: The primary negative impact of parking enforcement would be the issuance of penalty charge notices to those of a poor socio-economic background which may cause undue financial stress. However separately to this procurement, the service as a whole does have measures in place to mitigate this effect through programs such as repayment programs to make the debt more manageable. Additionally where a penalty charge notice reaches the enforcement agent stage of its lifecycle there are various relief programs available through the council's Enforcement Agent contract such as debt workshops.

How will the process of change be managed?: The process of change will be managed through the procurement process. Working in line with and receiving advice from the procurement team we have already identified approximate timelines for major events to ensure that there is ample time to ensure a smooth transition of the service if there is to be a change of provider. This would facilitate that there is enough time available for processes such as the required TUPE to be undertaken so that existing employees are not negatively impacted by this process. Additionally ahead of the go live date we will arrange for several meetings with any potential new providers to ensure that there are no disruptions to the service so that the general public is not adversely affected through the service not being able to deliver its goals and objectives.

How will the impacts during the change process be monitored and improvements made (where required)?: Due to the nature of the service and the way the procurement is due to be handled there should be no direct impact on the service due to a continuous service supported by TUPE. Where there is a perceived impact on the service we may receive correspondence from the general public either by telephone or email, at which point we review the resources in place and adapt appropriately to any perceived issues.

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
As mentioned previously within this report the primary negative impacts of procurement issues with this service relating to the service not being able to achieve its planned outcomes and goals. As such this primarily disbenefits the disabled community and those of a poor socio-economic background due to the impact on availability of parking, and the potential degradation of the public transports offerings.	Disability, Socio-economic inequalities	Medium	Through the constant monitoring of the service during the potential transitional period if there is a new supplier any issues may be identified and engaged with to reduce the impacts. Additionally if a new supplier is awarded to frequent meetings and updates shall be provided during the implementation period. 	Philip Hammer, Parking Services Manager	01/08/2025

Head of service: David Allat

Head of service email: David.Allatt@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Local Highway Improvements 2024-2025 Programme

To: Highways and Transport Committee

Meeting Date: 1 October 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/081

Executive Summary: This paper provides an update to the committee of the outcome of the Local Highway Improvement (LHI) member panels and officer scoring of the Complex and Non-complex LHI applications for the 2024/25 funding round. It seeks approval of the prioritised lists of projects for design and delivery.

Recommendation: The committee is recommended to:

- a) Approve the projects detailed in the prioritised lists attached at Appendix 1 to this report, to be designed and delivered;
- b) Agree that all unsuccessful complex LHI schemes should be added to the Transport Planning Database for prioritisation through the Council's Delivering Transport Strategy Aims programme, as set out in paragraph 3.6 of the report;
- c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with Chair and Vice-Chair of the Highways and Transport Committee, to remove schemes that prove to be undeliverable and add new schemes in their place, as outlined in the report, to enable them to be designed and delivered; and
- d) Note that these schemes will be delivered through existing approved and compliant procurement arrangements.

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.

All schemes included in the programme have been considered against the objective of meeting the Council's Net Zero ambitions. Specific scoring criteria are related to environmental improvements such as promotion of public transport which contributes to this goal. The default delivery process is to utilise low carbon options like recycled traffic calming products to reduce the carbon impact. Some schemes within the programme provide active travel improvements which could contribute towards a modal shift within communities for local trips.

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

All schemes included in the programme have been considered against the objective of improving the safety of all road users within the specific projects which make up the programme. Often requests from the local community relate to improvements to road safety for residents and vulnerable users in their parish.

Ambition 3: Health inequalities are reduced.

The projects delivered through this programme contribute to improving people's health and wellbeing which is one of the key scoring / prioritisation areas, as is active travel. 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 for local journeys.

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

The projects delivered through this programme 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.

Ambition 5: People are helped out of poverty and income inequality.

The projects delivered through this programme contribute to helping people out of poverty and income inequality as often highway improvements are targeted at active travel, or increased access to public transport for the local community through this process.

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 through this programme contribute to improved access to services, jobs, and education at a community level.

Ambition 7: Children and young people have opportunities to thrive.

The projects delivered through this programme contribute to improved opportunities for children and young people, often highway improvements are targeted around schools and leisure facilities by the local community through this process.

2. Background

- 2.1 The Local Highway Improvement (LHI) initiative provides the opportunity for local community groups and parish and town councils to promote local highway improvements that would not normally be prioritised nor funded by the County Council. This is mainly because they do not meet the Council's intervention criteria to automatically qualify for funding via one of the existing programmes. Through the initiative, external groups are invited to apply for funding of up to £25,000 per project, subject to those groups providing at least 10% of the total cost of the scheme. The schemes are community driven, giving local people influence over bringing forward highway improvements.
- 2.2 The County Council contributes £820,000 towards each round of this initiative, with the rest of the funding being provided by the applicant on a scheme-by-scheme basis. This amounts to a total available budget per cycle in the region of £1,100,000.
- 2.3 A new process for scoring and prioritising applications was approved by the Highways and Transport Committee on 5 December 2023. This was based on advice provided by a Member Working Group. Section 2 of this report outlines the processes undertaken to identify the prioritised list of schemes for the allocation of the 2024/25 round.
- 2.4 For the 2204/25 funding round, applications were received countywide. As these figures highlight, the LHI process is popular.

District -	Total number of applications -
Huntingdonshire	38
Cambridge City	47
South Cambridgeshire	41
East Cambridgeshire	19
Fenland	22

Table 1 – Applications by district

An indicative split for the total quantity of Complex and Non-complex applications received prior to starting the officer review and feasibility process is as follows, with further information on complex and non-complex LHI's on the Council's [website](#):

- Complex – 68
- Non-complex - 99

3. Main Issues

- 3.1 As in previous years, feasibility studies were completed with applicants in advance of the panel meetings for those Local Highways Improvements which were classified as being complex under the process, in a bid to provide a more consistent stage of development for applications.
- 3.2 The panel assessment meetings remain a member led process, where applicants are

invited to present their proposal. Member Panels are used to assess the priorities for funding, based on the available budget for each district area. Political Group Leaders appoint Members based on current political proportionality. A member chair is elected from amongst the Panel Members on the day of the meeting. The panel meetings occurred on the following dates:

- Huntingdonshire – 27/06/2024
- Cambridge City – 25/07/2024.
- South Cambridgeshire – 08/05/2024
- East Cambridgeshire – 22/04/2024
- Fenland – 24/04/2024

- 3.3 Panel members were asked to consider and score applications to determine how the budget should be allocated for each district area using the approved member scoring sheet agreed on by the Highways and Transport Committee in December 2023.
- 3.4 For those applications classed as non-complex, instead of going through the member panel, these were scored and prioritised by officers. Scoring was undertaken initially individually, and then as a group using the prioritisation matrix approved by the Highways and Transport Committee in December 2023. Moderation sessions were then undertaken before a final score for each application was given.
- 3.5 Prior to this committee meeting, the LHI Member Working Group was convened to review the moderated officer scoring for those applications in the Non-complex process. These sessions were undertaken on 24 July 2024 and 8 August 2024.
- 3.6 The outcome of this was that the member working group recommended that the committee approve the current projects identified and ranked above the red line in Appendix 1. This will ensure the programme can commence as soon as possible. The red line on the table indicates the separation between the ranked projects that are allocated funding, and those below the red line which will not receive funding, and therefore not being progressed further in the programme. For those unsuccessful complex projects, we will also be adding these to our strategic transport project database long list for prioritisation. Whilst this is also a process with a limited amount of funding which is competitively prioritised, this provides an opportunity for these projects to be progressed alongside other similar schemes. Table 2 summarises those which have been successful in each district area:

District	Total number of applications	Total number successful applications	% of successful compared to total number received
Huntingdonshire	38	22	58%
Cambridge City	47	16	34%
South Cambridgeshire	41	20	49%
East Cambridgeshire	19	9	47%
Fenland	22	9	41%

Table 2: Successful applications by district

The total number of successful applications across the whole LHI programme for 2024/25 is

76, whilst the 2023/24 programme numbered 77 individual projects. This is compared to 74 individual projects for the 2022/23 year, which was the last year of the old LHI process. This demonstrates that more funded projects have been progressed each year for the last two of the new process, for the same amount of County Council funding (£820,000), as under the previous process.

- 3.7 Should any applications subsequently prove unfeasible, or the actual cost be less than expected, further applications from the priority list may be allocated with the available funding later in the year if these are identified before the end of January 2025. This deadline is imposed to ensure current projects do not overrun into the next programme. If schemes are discontinued after this date, then the funding will roll into the next programme round.
- 3.8 The indicated scheme cost for each individual project incorporates the estimated cost of designing, managing, and delivering each project, as well as a proportion set aside for risk. The actual cost of the new feasibility stage, which has recently been completed, has been top sliced from the total budget before the remainder is allocated proportionally by population to fund the indicated prioritised applications and is identified in paragraph 3.11 of this report.
- 3.9 The recharge of both the feasibility and officer project delivery costs was agreed by the Highways and Infrastructure Committee in July 2017, to better reflect the actual cost to the authority of delivering the LHI Initiative.
- 3.10 The funding split for Complex and Non-complex applications was agreed to be 50% of the remaining available budget apportioned to each category, in each district area. Previously, in areas where the total value of the complex projects applied for did not reach this, the remainder of the budget was reassigned to fund further non-complex applications in the same district; but that was not required this year. Instead, the member working group agreed that Huntingdonshire and East Cambridgeshire's complex projects were allocated an increased amount of funding, over and above their standard allocation. This was taken from underspends in the other district areas to enable delivery of an additional project in both districts. This reallocation still falls within the overall programme budget and is a similar approach to that taken for the 2023/24 programme.
- 3.11 The LHI budget has remained at the same level as for 2023/24 at £820,000 and has been allocated proportionally for each district area within Cambridgeshire. The population data to enable this has been drawn from the 2021 census. This allocation was approved in the Integrated Transport Block paper which was presented to the Committee on 5 March 2024, Item 8 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](https://cmis.uk.com). The allocations for each district area are as follows:

District	Initial Budget	Feasibility	Remaining budget	Complex	Non - complex	Unassigned budget
East Cambridgeshire	£105,958.45	£7,417.09	£98,541.36	£57,000.00	£41,500.00	£41.36
Fenland	£123,839.69	£8,668.78	£115,170.91	£57,652.81	£55,000.00	£2518.10
Huntingdonshire	£218,441.14	£15,290.88	£203,150.26	£108,232.28	£94,235.00	£682.98

South Cambridgeshire	£195,727.13	£13,700.90	£182,026.23	£87,817.00	£90,150.00	£4,059.23
Cambridge City*	£176,033.59	£12,322.35	£163,711.24	£80,010.18	£83,800.00	-£98.94
Totals	£820,000.00	£57,400.00	£762,600.00	£390,712.27	£364,685.00	£7,202.73

Table 3: Allocations by district [*Specific to Cambridge City, the prioritised list of projects for both the Complex and Non-complex schemes have been reviewed and noted by an LHI member panel which comprised solely of CJAC members, or their appointed substitutes]

- 3.12 The prioritised list of schemes for each district area can be found in Appendix 1 of this report. There is a separate list of Complex and Non-Complex schemes for each District. Each list also highlights the point at which the budget for each district area is fully allocated to schemes, this is indicated by a red dashed line. The ranked projects above the red line are allocated funding, and those below the red line shall not receive funding, and therefore not be progressed further in the programme.
- 3.13 The spend of the £471,000 allocated to the delivery of the carryover projects and the 2023/24 LHI programme is ongoing and progressing well, with interested parties being able to review progress on the Council's [dedicated LHI webpage](#). A high-level summary can also be found below:

District	Original 23/24 projects, (including carryovers)	Remaining 23/24 projects, (including carry overs)
East Cambridgeshire	8 (+6)	4 (+2)
Fenland	9 (+8)	5
Huntingdonshire	24 (+15)	8
South Cambridgeshire	19 (+4)	10
Cambridge City	17 (+8)	8 (+1)
Totals	118	38*

Table 4 – High level summary [*This figure was 42 when the 77 new projects from 2023/24 entered the programme last October]

- 3.14 The application window for the next LHI application round will be as follows: -
- Application window opens: Friday 1 November 2024
 - Application window closes: Friday 10 January 2025
 - Feasibility studies undertaken: February – May 2025
 - Panel meetings: June – July 2025
 - Report to committee including prioritised list for approval: October 2025

4. Alternative Options Considered

- 4.1 The recommendations outlined in this report have been formulated following the agreed process for the identification of LHI projects for delivery. The individual schemes will be delivered via the Council's Term Services Contract, which is an existing approved procurement route. Where applicable, three quotations will be expected to prove best value prior to delivery. Alternatives to this process, and changes to the programme were previously explored in 2022 and the approach as outlined in the report is the preferred option, approved at a previous meeting of the Highways and Transport Committee, following a cross-party member review.

5. Conclusion and reasons for recommendations

The committee is recommended to approve the lists of prioritised schemes as identified in the appendices for design and delivery through to scheme completion. Approval as requested will allow officers to proceed with the design and delivery of the 2024/25 LHI programme following the approved sifting and prioritisation processes reported to committee in this document. The work will be delivered via an existing procurement route available to the authority.

6. Significant Implications

6.1 Finance Implications

The required resources and budget are available to deliver the programme as identified.

6.2 Legal Implications

There are no significant implications within this category, some projects will have Traffic Regulation Orders associated with them which will be managed in the usual way. All work will be delivered via an existing contract already procured by the authority and available for use.

6.3 Risk Implications

There are no significant implications within this category.

6.4 Equality and Diversity Implications

The Member led Panels adopt a consistent scoring system, as will the prioritisation matrix with each approach prioritising proposals within the district against their district budget. Many of the schemes will improve road safety for vulnerable users such as the young, elderly and disability groups. The LHI initiative empowers community groups to bring forward improvements and gives local people a real influence over bringing forward improvements that benefit their local community. The new approach to prioritisation and delivery has already been reviewed through the councils Equality Impact Assessment process, as set out in Appendix 2.

6.5 Climate Change and Environment Implications (Key decisions only)

Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: neutral.

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

Implication 2: Low carbon transport.

Positive/neutral/negative Status: neutral.

Explanation: No positive or negative impacts identified for works listed in the report, although some of the suggested improvements may contribute positively to increased use of non-motorised transport for local trips.

Implication 3: Green spaces, peatland, afforestation, habitats, and land management.
Positive/neutral/negative Status: neutral.

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

Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: negative.

Explanation: Some projects will generate waste from shallow excavations to construct new highway features, although comparative to other programmes this is minimal due to the types of schemes being installed. Where possible bolt down / surface level features will be utilised instead of conventional across the programme to mitigate this.

Implication 5: Water use, availability, and management:

Positive/neutral/negative Status: neutral.

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

Implication 6: Air Pollution.

Positive/neutral/negative Status: negative.

Explanation: Potential increases in air pollution because of some of the schemes listed in the report, for example those utilising vertical or horizontal calming measures such as speed cushions or build outs, could result in increased incidences of acceleration and deceleration in the vicinity of the new features.

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

Positive/neutral/negative Status: neutral.

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

7. Source Documents

- 7.1 5th March 2024 funding paper: Item 8 [Document.ashx \(cmis.uk.com\)](#) [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)
- 7.2 5th December 2023 Process update paper: Item 5 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)
- 7.3 4th October 2022 LHI Process paper: Item 5 [Document.ashx \(cmis.uk.com\)](#) ([Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#))

City Cambridgeshire - Complex 24/25 LHI Panel Scores																			Overall Average Score	Ranking														
Panel Members					Available Budget		Scoring Key:						Q1. Does the application address a known problem or safety issue?	Q2. Could the scheme increase safety for Highway users?	Q3. Could the scheme contribute to public health?	Q4. Does the application have demonstrable local support?	Q5. Does the scheme need to be supported by other environmental improvements?	Q6. Value for Money (effectiveness)			Q7. Population & Contribution Weighting	Q8. Deliverability												
							Green denotes applications prioritised for funding																Blue denotes panel member abstaining from scoring.		Red denotes Panel Member with unavailable D score									
Katie Thornburrow					Phillippa Slatter																													
Richard Robertson					Alex Beckett		Non-complex		£		83,800.00																							
Bryony Goodliffe					Karen Young TBC		Complex		£		80,010.18																							
Neil Shaller					Naomi Bennett		Total		£		163,810.18																							
Rosy Moore																																		
Ref	Applicant Name	Population	Road Name/Location	Objective / Issue Description	Optimum Solution	£ Total Estimated Project Cost	£ Applicant Contribution Required	% Applicant Contribution	£ Cumulative Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Total	Av Score							Av Score	Av Score			Av Score	Av Score	Av Score	Av Score	Av Score	Av Score						
SC.FR.001	Cllr Alex Bulat	10,783	Barnwell Road	Safety measures at existing unsignalled crossing: widening the crossing, improved signage and illuminated beacons	Improve crossing point, change speed limit terminal sign position.	£ 31,405.55	£ 6,405.55	20.40%	£ 6,405.55	£ 25,000.00	£ 25,000.00	4.1	4.0	3.5	3.4	2.6	3.4	1.0	4.1	3.27	1													
SC.FR.012	Tim Griffin	10502	Suez Road and Hobart Road	Dropped kerb / Mobility crossing point	Installation of dropped kerbs at the junction of Hobart Road and Suez Road.	£ 13,031.85	£ 1,303.19	10.00%	£ 7,708.74	£ 11,728.67	£ 36,728.67	3.3	3.6	3.4	3.0	2.0	4.0	1.0	4.4	3.09	2													
SC.FR.002	Barrie Hunt and Marion Polichroniadis (Queen Edith's residents)	12248	Lime Kiln Road	Speed limit change (village wide). Signing such as new junction warning signs or flashing school signs, Road markings such as speed roundels or dragons' teeth, Double white lines	Reduce speed limit appropriately. Additional signage at/on the approaches to Worts Causeway Vegetation clearance and new road markings.	£ 30,989.19	£ 5,989.19	19.30%	£ 13,697.93	£ 25,000.00	£ 61,728.67	4.1	3.7	3.3	3.6	2.1	3.1	1.0	3.0	3.00	3													
SC.FR.004	County Cllr Philippa Slatter	12,393	Grantchester Road	Speed limit change (village wide). Signing such as new junction warning signs or flashing school signs, Mobile Vehicle Activated Signs (MVAS)	Reduction of 40mph speed limit to 30mph. Arrangements for MVAS siting locations. Warning Signage / road markings.	£ 20,312.79	£ 2,031.28	10.00%	£ 15,729.21	£ 18,281.51	£ 80,010.18	2.4	3.5	3.0	3.4	2.6	2.3	1.0	3.4	2.69	4													
SC.FR.007	Josh Grantham (CAM Cycle)	11099	Nuffield Road	Vertical features such as speed cushions or a raised table	Speed cushions - one either side of crossing point	£ 31,729.51	£ 6,729.51	21.20%	£ 22,458.72	£ 25,000.00	£ 105,010.18	3.2	3.0	3.0	3.4	2.6	2.4	1	2.6	2.65	5													
SC.FR.003	County Cllr Philippa Slatter	12,393	Addenbrookes Road and Hauxton Road	Speed limit change (village wide). Signing such as new junction warning signs or flashing school signs, Mobile Vehicle Activated Signs (MVAS)	30MPH speed limit adaption. New road markings additional arrows, cycle route signage.	£ 26,930.19	£ 2,693.00	10.00%	£ 25,151.72	£ 24,237.19	£ 129,247.37	3.3	3.5	2.9	3.3	2.1	2.3	1	2.9	2.64	6													
SC.FR.006	County Councillor Mike Black & City Councillor Patrick Shell	9551	Perse Way	Vertical features such as speed cushions or a raised table	Speed cushions along Perse Way to reduce vehicle speeds through the residential area.	£ 36,649.51	£ 11,649.51	31.80%	£ 36,801.23	£ 25,000.00	£ 154,247.37	3.1	2.9	2.6	2.7	2.3	2.7	1	2.6	2.47	7													
SC.FR.010	Rosalind Lund, Chair, Arbury Road East Residents' Association (ARERA)	9551	Arbury Road	Zebra crossing	Installation of a zebra crossing outside of No. 15. Belisha beacons for lighting and a raised portion to slow traffic.	£ 78,009.06	£ 53,009.06	68.00%	£ 89,810.29	£ 25,000.00	£ 179,247.37	3.0	3.2	2.9	3.9	2.3	1.8	1	1.4	2.44	8													
SC.FR.008	Josh Grantham (CAM Cycle)	11099	Cam Causeway	Zebra crossing, or Footpath widening into verge	Installing extension of the footpath / improving the crossing point .	£ 28,394.55	£ 3,394.55	12.00%	£ 93,204.84	£ 25,000.00	£ 204,247.37	2.6	2.8	2.7	3.1	2.3	1.9	1	2.2	2.32	9													
SC.FR.005	County Councillor Mike Black & City Cllr Patrick Shell	9551	Carlton Way	Vertical features such as speed cushions or a raised table	Raised table on Perse Way, at junction with Carlton Way.	£ 48,949.51	£ 23,949.51	48.90%	£ 117,154.35	£ 25,000.00	£ 229,247.37	2.7	3.1	2.6	2.9	2.2	1.4	1	2.2	2.26	10													
CC.FR.010	Fabio Di Fiore	9343	Coldhams Lane	Zebra crossing	Installation of a zebra crossing outside of No. 15. Belisha beacons for lighting.	£ 73,587.28	£ 48,587.28	66.00%	£ 165,741.63	£ 25,000.00	£ 254,247.37	3.0	2.5	2.4	2.1	1.6	1.0	1	0.6	1.78	11													
Totals:						£419,988.99	£165,741.63		£ 165,741.63	£254,247.37																								

Cambridge City. LHI Technical Appraisal. Non-complex 24/25

Cambridge City Population at 2021 Census: 145,700. (17.8% increase from 2011 census 123,900 population figure).

Available CCC Funding Budget	
Non-complex	£ 83,800.00
Complex	£ 80,010.18
Total CCC LHI Funding	£ 163,810.18

Scoring Key:

Green denotes applications prioritised for funding

Applicant Name	Parish Ward	Ward Population	Road Name / Location	Objective / Issue	£ Project Cost	£ Applicant contribution	% Applicant Contribution	£ Cumulative Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Contribution	Moderated Score	Ranking
Cllr Dinah Pounds	Romsey	10189	Sedgwick Road and Mill Road	Signing such as new junction warning signs, 4 wooden bollards	£ 7,500.00	£ 750.00	10.00%	£ 750.00	£ 6,750.00	£6,750	27	1
Cllr D Pounds	Romsey	10189	Sedgwick Road and Mill Road - Bike Racks	4 cycle parking stands	£ 5,000.00	£ 500.00	10.00%	£ 1,250.00	£ 4,500.00	£11,250	26	2
Nick Gay, New Pinnacle Ltd	Market	10443	Bene't Street	Parking restrictions such as double yellow lines or controlled parking zone.	£ 10,000.00	£ 1,000.00	10.00%	£ 2,250.00	£ 9,000.00	£20,250	25	3
Edward Ferguson	Newnham	11374	Chedworth Street	Parking restrictions such as double yellow lines or controlled parking zone.	£ 5,000.00	£ 500.00	10.00%	£ 2,750.00	£ 4,500.00	£24,750	25	4
Cllr Mike Todd-Jones	Arbury	9883	Rutland Close	Parking restrictions such as double yellow lines or controlled parking zone., Bollards positioned on pavement may be an option	£ 7,500.00	£ 750.00	10.00%	£ 3,500.00	£ 6,750.00	£31,500	24	5
Nikki Brown	Queen Ediths	12248	Blinco Grove	Parking restrictions, School Street.	£ 11,000.00	£ 1,000.00	10.00%	£ 4,500.00	£ 10,000.00	£41,500	24	6
Councillor Tim Bick	Market (inc Petersfield Ward side)	10936	East Road	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 750.00	10.00%	£ 5,250.00	£ 6,750.00	£48,250	23	7
Alex Bulat	Abbey	10783	Meadowlands Road and The Homing, The Homing and The Westering	Parking restrictions such as double yellow lines or controlled parking zone.	£ 9,000.00	£ 900.00	10.00%	£ 6,150.00	£ 8,100.00	£56,350	23	8
Alex Beckett	Queen Ediths	12,248	Cowper Road and Cherry Hinton Road	Parking restrictions such as double yellow lines or controlled parking zone.	£ 5,500.00	£ 550.00	10.00%	£ 6,700.00	£ 4,950.00	£61,300	23	9
Bryony Goodliffe	Cherry Hinton	9343	Mill End Road #1	Parking deterrents - bollards	£ 5,000.00	£ 500.00	10.00%	£ 7,200.00	£ 4,500.00	£65,800	22	10
Alex Beckett	Queen Ediths	12248	Lichfield Road (Between Coleridge Road and Neville Road)	Parking restrictions such as double yellow lines or controlled parking zone.	£ 10,000.00	£ 1,000.00	10.00%	£ 8,200.00	£ 9,000.00	£74,800	22	11
Alice Gilderdale	Chesterton	8904	Five Trees Park	Street lighting	£ 10,000.00	£ 1,000.00	10.00%	£ 9,200.00	£ 9,000.00	£83,800	21	12
Cllr Katie Porrer	Market	10443	Malds Causeway	Options Report.	£ 10,000.00	£ 1,000.00	10.00%	£ 10,200.00	£ 9,000.00	£92,800	21	13
Gerril Bird	Chesterton	8904	Elmfield Road	Street lighting	£ 7,500.00	£ 750.00	10.00%	£ 10,950.00	£ 6,750.00	£99,550	20	14
Simon Smith	Castle	9785	North Street	Street lighting	£ 7,500.00	£ 750.00	10.00%	£ 11,700.00	£ 6,750.00	£106,300	20	15
Mike Black	Arbury	9883	Histon Road	Pedestrian Barrier	£ 7,500.00	£ 750.00	10.00%	£ 12,450.00	£ 6,750.00	£113,050	20	16
Alex Bulat	Abbey	10783	Howard Road, Ditton Fields and Ditton Meadows	Street lighting	£ 15,000.00	£ 5,000.00	33.00%	£ 17,450.00	£ 10,000.00	£123,050	20	17
Mary NathanPetersfield	Petersfield	10936	Mill Road	Bollards in footway / planters	£ 7,500.00	£ 750.00	10.00%	£ 18,200.00	£ 6,750.00	£129,800	20	18
Elsa Meschini	Kings Hedges	11099	Kings Hedges Road	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 750.00	10.00%	£ 18,950.00	£ 6,750.00	£136,550	20	19
Ryan Cooper Henniker	Chesterton	8904	Water Street	Bollards or planters	£ 10,000.00	£ 1,000.00	10.00%	£ 19,950.00	£ 9,000.00	£145,550	19	20
Bryony Goodliffe	Cherry Hinton	9343	Mill End Road #2	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 750.00	10.00%	£ 20,700.00	£ 6,750.00	£152,300	19	21
Simon Smith	Castle	9785	Hoadley Road	Barrier to illegal parking space	£ 12,500.00	£ 1,250.00	10.00%	£ 21,950.00	£ 11,250.00	£163,550	19	22
Cllr Elliot Tong (in association with Cllr Alex Bulat)	Abbey	9883	Oyster Row	Parking restrictions such as double yellow lines or controlled parking zone.	£ 5,000.00	£ 500.00	10.00%	£ 22,450.00	£ 4,500.00	£168,050	19	23
Cllr Naomi Bennett, Abbey Ward (in association with Cllr Alex Bulat)	Abbey	9883	Coldhams Lane	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 750.00	10.00%	£ 23,200.00	£ 6,750.00	£174,800	19	24
Duncan Needham	Petersfield	10936	Brookgate	Parking restrictions such as double yellow lines or controlled parking zone.	£ 5,000.00	£ 500.00	10.00%	£ 23,700.00	£ 4,500.00	£179,300	19	25
Alice Gilderdale	Chesterton	8,904	Bourne Road	Replace old bollard with safer bollard	£ 5,000.00	£ 500.00	10.00%	£ 24,200.00	£ 4,500.00	£183,800	18	26
Antoinette Nestor	Castle	9785	Lady Margaret Row, Albion Row, St Peters Street and Shelly Row	Traffic restriction such as a one way system	£ 10,000.00	£ 1,000.00	10.00%	£ 25,200.00	£ 9,000.00	£192,800	18	27
Cllr Richard Robertson	Market	10443	Regent Terrace	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 750.00	10.00%	£ 25,950.00	£ 6,750.00	£199,550	18	28
Bryony Goodliffe	Cherry Hinton	9343	Mill End Road #3	Options Report . Review of priorities at the junction. Improvements of the junction.	£ 10,000.00	£ 1,000.00	10.00%	£ 26,950.00	£ 9,000.00	£208,550	17	29
Elsa Meschini	Kings Hedges	11099	Haviland Way	Street lighting	£ 5,000.00	£ 500.00	10.00%	£ 27,450.00	£ 4,500.00	£213,050	16	30
Bryony Goodliffe	Cherry Hinton	9343	High Street	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 750.00	10.00%	£ 28,200.00	£ 6,750.00	£219,800	15	31
Antoinette Nestor	Castle	9785	Huntingdon Road	Improve sightlines at highway junction	£ 12,500.00	£ 12.50	10.00%	£ 28,212.50	£ 11,250.00	£231,050	15	32
Elsa Meschini	Kings Hedges	11099	Cam Causeway	Street lighting	£ 6,000.00	£ 600.00	10.00%	£ 28,812.50	£ 5,400.00	£236,450	12	33
Bryony Goodliffe	Cherry Hinton	9343	Chelwood Road	Parking restrictions such as double yellow lines or controlled parking zone.							Reassigned to Highway Maintenance	
Fabio Di Fiore	Romsey	10189	Coldhams Lane	Zebra crossing							Reassigned to Complex scoring	
Mike Black	Arbury	9883	Histon Road	Vertical features such as speed cushions or a raised table							Reassigned to Complex scoring	
Tim Griffin	Coleridge/Romsey	10502	Suez Road and Hobart Road	Dropped curb							Reassigned to Complex scoring	
Tim Griffin	Coleridge/Romsey	10502	Suez Road and Rade Gund Road	Repaint double yellow lines							Referred to Highway Maintenance	
Totals					£ 266,500.00	£ 28,812.50			£ 236,450.00			

East Cambridgeshire District. LHI Technical Appraisal. Non-complex 24/25

East Cambs District Population at 2021 Census: 87,700. (4.6% increase from 2011 census 83,800 population figure).

Available CCC Funding Budget	
Non-complex	£ 41,500.00
Complex	£ 57,000.00
Total CCC LHI Funding	£ 98,500.00

Scoring Key:

Green denotes applications prioritised for funding

Applicant Name	Parish Ward	Population	Road Name / Location	Objective / Issue	£ Project Cost	£ Applicant contribution	% Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Contribution	Moderated Score	Ranking
Brinkley Parish council	Brinkley	368	Brinkley Road	Signing such as new junction warning signs or flashing school signs, Road markings such as speed roundels or dragons' teeth	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 9,000.00	31	1
Wilburton Parish Council (Mr. John Attrill)	Wilburton	1558	A1123 Near Wilburton	Options Report	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 18,000.00	29	2
Kennett Parish Council (Cllr Robin Swanson)	Kennett	368	Dane Hill Road	Bend warning signs, Advisory Weight Limit signs. Road Markings.	£ 10,000.00	£ 5,000.00	50%	£ 5,000.00	£ 23,000.00	26	3
Burrough Green Parish Council	Burrough Green	421	Bradley Road	Buffer zones	£ 11,500.00	£ 1,500.00	13%	£ 10,000.00	£ 33,000.00	26	4
Coveney Parish Council	Coveney	448	Various - Locations to be determined	Six dedicated posts for speed activated signs	£ 5,000.00	£ 500.00	10%	£ 4,500.00	£ 37,500.00	25	5
Bottisham Parish Council	Bottisham	2369	Bell Road, Tunbridge Lane and High Street	Parking restrictions such as double yellow lines or controlled parking zone.	£ 5,000.00	£ 1,000.00	20%	£ 4,000.00	£ 41,500.00	25	6
Wicken Parish Council	Wicken	36	Redit Lane	Traffic restriction such as a one way system	£ 5,000.00	£ 500.00	10%	£ 4,500.00	£ 46,000.00	20	7
Sally Hughes (Chippenham Parish Council)	Chippenham	700	La Hogue Road	Road markings such as speed roundels or dragons' teeth	£ 7,500.00	£ 250.00	10%	£ 6,750.00	£ 52,750.00	19	8
Witchford Parish Council	Witchford	2287	Crossing of public footpath 270/11F over the A142 Witchford bypass	Pedestrian safety signage/bollards at crossing of public footpath 270/11F over the A142 Witchford bypass	£ 13,000.00	£ 3,000.00	23%	£ 10,000.00	£ 62,750.00	19	9
Ely Town Council (Cllr Rebecca Denness)	Stuntney	20,000	A142 near Bens Yard, Stuntney	Signing such as new junction warning signs or flashing school signs						Reassigned to Complex scoring	
Cllr Rebecca Denness (Ely Town Council)	Ely	20,000	Cam Drive	Pelican Crossing						Reassigned to Complex scoring	

Totals	£ 77,000.00	£ 13,750.00		£ 62,750.00
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Fenland Cambridgeshire - Complex 24/25 LHI Panel Scores

Clr Panel Members		Available Budget	
John Gowing			
Steve Tierney	Non-complex	£	55,000.00
Steve Count	Complex	£	57,652.81
David Connor	Total	£	112,652.81

Scoring Key:		
Green denotes applications prioritised for funding	Blue denotes panel member abstaining from scoring.	Red denotes Panel Member was unavailable to score

Ref	Applicant Name	Population	Road Name/Location	Objective / Issue Description	Optimum Solution	£ Total Estimated Project Cost	£ Applicant Contribution	% Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Total	Q1: Does the application address the issue in a way that is safe?	Q2: Could the suggested scheme be used on a highway?	Q3: Could the scheme contribute to public health?	Q4: Does the application have demonstrable local support?	Q5: Could the scheme lead to any focused environmental improvements?	Q6: Value for Money (efficiency)	Q7: Replication/Contribution to Wider Area	Q8: Deliverability	Overall Average Score	Ranking
											Av Score	Av Score	Av Score	Av Score	Av Score	Av Score	Av Score	Av Score		
FD.FR.010	Leverington Village Hall (CG)	2500	Gorefield Road	Dropped kerb for use by people with reduced mobility	Installation of dropped crossing opposite Leverington Village Hall.	£ 9,580.43	£ 1,500.00	15%	£ 8,090.43	£8,090.43	3.0	4.5	4.5	4.8	3.3	5.0	2.0	5.0	4.00	1
FD.FR.003	March Town Council	22500	Norwood Avenue	Speeding drivers and improve the safety and quality of life for all road users, residents and pedestrians.	Install up to 3 sets of speed cushions along the length of Norwood Avenue.	£ 34,853.11	£ 10,000.00	28.90%	£ 24,583.11	£32,673.54	4.0	4.7	4.7	4.3	4.0	4.0	1.0	4.0	3.83	2
FD.FR.002	Elm Parish Council	4,136	Fridaybridge Road	Priority Chicane, Mobile Vehicle Activated Signs (MVAS)	Priority Chicane, Mobile Vehicle Activated Signs	£ 30,979.27	£ 6,000.00	19.40%	£ 24,979.27	£57,652.81	4.0	4.0	3.3	4.3	4.3	4.0	1.0	4.0	3.63	3
FD.FR.001	Doddington Parish Council	2373	High Street	Approx 120m of the existing footway on the north side of the High Street from its junction with Benwick Road	Footway resurfacing, with replacement of both binder course layer and the surface course layer. With place to place kerb works.	£ 50,000.00	£ 25,000.00	50%	£ 25,000.00	£82,652.81	2.7	3.0	3.7	3.7	2.0	3.3	5.0	4.7	3.50	4
FD.FR.005	Parson Drove Parish Council	1417	Swan Bridge	Speed limit change, Signing such as new junction warning signs or flashing school signs, Road markings such as speed roundels or dragons' teeth, Priority Chicane.	Speed limit reduction, with associated safety measures (including signage and road markings) to encourage drivers to slow down about the approaches to Swan Bridge from B1187 and Fen Road.	£ 32,861.11	£ 2,500.00	10%	£ 25,000.00	£107,652.81	4.0	3.3	2.8	4.5	2.8	3.3	2.0	3.5	3.25	5
FD.FR.011	Parson Drove & Wisbech St Mary Ward Community Speedwatch	250	Throughout Bunkers Hill	Speed limit change (village wide), Road markings such as speed roundels or dragons' teeth, Horse & Deer Warning Signs	Reduction of speed limit from 60mph to 40mph.	£ 25,000.00	£ 5,000.00	20%	£ 20,000.00	£127,652.81	2.3	2.7	3.3	4.0	2.0	2.7	3.0	3.0	2.88	6
FD.FR.007	Wisbech St Mary Parish Council	800	High Road	For traffic calming through the village of Guyhirn, stretching towards the village pond and playing field	Installation of give-way / road narrowing feature.	£ 33,535.00	£ 5,000.00	15%	£ 25,000.00	£152,652.81	3.0	3.7	2.3	3.0	2.7	2.7	2.0	3.3	2.83	7
FD.FR.009	Leverington Parish Council	3485	Roman Bank Road	The council would like this reduced to 30mph to cover length of Roman Bank from 5 Seafields to No 1 Roman Bank - it's junction with Church End.	Speed limit reduction from current 40mph to 30mph.	£ 20,000.00	£ 2,000.00	10%	£ 18,000.00	£170,652.81	2.3	2.5	2.5	3.8	2.5	3.0	1.0	3.7	2.65	8
FD.FR.004	Parson Drove and Wisbech St Mary Ward Community Speed Watch	1200	Church End	Speed limit reduction (village wide), Road markings such as speed roundels and dragons' teeth.	Speed limit change from 40mph to 30mph. New gateway features with roundels, relocated further in towards the village.	£ 24,986.79	£ 2,500.00	10%	£ 22,486.79	£193,139.60	2.5	2.8	1.5	3.3	2.3	2.5	2.0	2.8	2.44	9
						£261,795.71	£59,500.00		£193,139.60											

Fenland District. LHI Technical Appraisal. Non-complex 24/25.

Fenland District Population at 2021 Census: 102,500. (7.6% increase from 2011 census 95,000 population figure).

Available CCC Funding Budget	
Non-complex	£ 55,000.00
Complex	£ 57,652.81
Total CCC LHI Funding	£ 112,652.81

Scoring Key:
Green denotes applications prioritised for funding

Applicant Name	Parish Ward	Population	Road Name / Location	Objective / Issue	£ Project Cost	£ Applicant contribution	% Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Contribution	Moderated Score	Ranking
Christchurch Parish Council (James Hughes)	Christchurch	815	Upwell Road junction with Sixteen Foot Bank Road (B1098)	Road markings such as speed roundels or dragons' teeth, Road markings etc. for a no overtaking section.	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 9,000.00	27	1
Tydd St Giles Parish Council	Tydd St Giles	1156	Kirkgate	Street lighting	£ 10,000.00	£1,000	10%	£ 9,000.00	£ 18,000.00	26	2
Chatteris Town Council	Chatteris	11100	Fenland Way (A141)	Warning motorists that pedestrians or cyclists are crossing over the A141 (Fenland Way) from the end of Clare Street/Station Street	£ 13,000.00	£3,000	23%	£ 10,000.00	£ 28,000.00	25	3
Wimblington Parish Council	Wimblington	1948	Doddington Road	Parking restrictions and no stopping TRO on Doddington Rd / B1093 / A141 station junction to improve safety around junction.	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 37,000.00	22	4
March Town Council	March	22500	Town Centre locations	Parking restrictions such as double yellow lines or controlled parking zone.	£ 14,000.00	£5,000	36%	£ 9,000.00	£ 46,000.00	20	5
Wisbech Town Council	Wisbech	33000	Victoria Road	Reducing the speeds at which motorists travel along the road.	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 55,000.00	20	6
Gorefield Parish Council (CG)	Gorefield	1268	High Road	Flashing school warning signs	£ 10,000.00	£ 500.00	10%	£ 9,000.00	£ 64,000.00	19	7
Wisbech Town Council	Wisbech	Approx 34,000	Rose Fair Close	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 750.00	10%	£ 6,750.00	£ 70,750.00	15	8
Whittlesey Town Council	Whittlesey	16244	High Causeway	Either rising bollards or a barrier to prevent vehicles driving up a walking precinct.	£ 11,100.00	£ 1,100.00	10%	£ 10,000.00	£ 80,750.00	14	9
Gorefield Parish Council	Gorefield	1268	Sea Dyke Bank / Sand Bank Junction	Signing such as new junction warning signs or flashing school signs, Road markings such as speed roundels or dragons' teeth						Withdrawn due to DTSA funded project	
Leverington Parish Council	Leverington	3485	Roman Bank Road	Speed limit change (village wide)						Reassigned to Complex scoring	
Leverington Village Hall (CG)	Leverington	2500 approx	Gorefield Road	Dropped kerb for use by people with reduced mobility						Reassigned to Complex scoring	
Parson Drove & Wisbech St Mary Ward Community Speed watch	Wisbech St Mary	250	Throughout Bunkers Hill	Speed limit change (village wide), Road markings such as speed roundels or dragons' teeth, Horse & Deer Warning Signs						Reassigned to Complex scoring	

Totals	£ 95,600.00	£ 14,350.00		£ 80,750.00
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Hunts Cambridgeshire - Complex 24/25 LHI Panel Scores

Panel Members		Available Budget	
Cllr Tom Sanderson			
Cllr Steve Criswell	Cllr Simon Bywater	Non-complex	£ 94,235.00
Cllr Ian Gardener	Cllr Graham Wilson	Complex	£ 108,232.28
		Total	£ 202,467.28

Scoring Key:		
Green denotes applications prioritised for funding	Blue denotes panel member abstaining from scoring.	Red denotes Panel Member was unavailable to score.

Ref	Applicant Name	Population	Road Name/Location	Objective / Issue Description	Optimum Solution	£ Total Estimated Project Cost	£ Applicant Contribution	% Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Total	Q1: Does the application address a known problem or safety issue?	Q2: Could the suggested scheme increase safety for highway users?	Q3: Could the scheme contribute to public health?	Q4: Does the application have the potential for local support?	Q5: Could the scheme add to any localised environmental issues?	Q6: Value for Money (if relevant)	Q7: Population vs Contribution Weighting	Q8: Deliverability	Overall Average Score	RANKING
											Av Score	Av Score	Av Score	Av Score	Av Score	Av Score	Av Score	Av Score		
HD.FR.012	Ross Weatherburn	290	Sawtry Road, Infield Road and Glatton Ways	Install an pinch point (give-way) to the verge, to help reduce speeds in both directions. The area would also benefit to improvements to the terminal signage and lining when approaching the area.	Priority give-way / pinch point feature	£ 28,163.56	£ 3,163.56	11.20%	£ 25,000.00	£ 25,000.00	4	4.5	3.25	3.75	3.25	4	4	4.75	3.94	1
HD.FR.009	Hamerton (Kirsten Zamo)	90	All four approaches to Hamerton	Speed limit change (village wide), Footpath/Cycle Path, Mobile Vehicle Activated Signs (MVAS)	Buffer zones / Speed limit change.	£ 25,813.64	£ 2,581.36	10.00%	£ 23,232.28	£ 48,232.28	4.25	4	2.75	3.5	3.5	3.5	5	4	3.81	2
HD.FR.013	Steven Browning (Sawtry Parish Council)	6500	Glatton Road	Give way feature close to the existing village name sign location.	Priority give-way / pinch point feature	£ 31,262.11	£ 6,127.00	19.00%	£ 25,000.00	£ 73,232.28	4.25	4.5	3.25	4.25	3.5	4.25	1	4.5	3.69	3
HD.FR.016	St Neots Town Council	33517	Multiple locations proposed	Improve dropped kerbs and crossings at approved locations identified. Review TRO's to extend or install new DYL's to protect informal dropped crossing points identified.	Dropped kerbs / Footway improvements	£ 20,000.00	£ 10,000.00	50.00%	£ 10,000.00	£ 83,232.28	3.6	4	3.2	3	2.8	3.2	5	4	3.60	4
HD.FR.014	Warboys Parish Council	4,479	Ramsey Road	Priority Give-way on entry to village - proposed location is at village gateway location where existing 30mph limit begins from 40mph buffer zone.	Priority give-way / pinch point feature	£ 31,262.48	£ 6,126.25	19.00%	£ 25,000.00	£ 108,232.28	4.6	4.4	3.2	3.8	3.2	4.2	1	4.4	3.60	5
HD.FR.011	Ramsey Town Council	9,000	High Street and Hollow Lane	3 pairs of speed cushions along Hollow Lane	Speed Cushions	£ 28,187.11	£ 3,000.00	10.60%	£ 25,000.00	£ 133,232.28	4.2	4	3	3.6	3.2	3.8	1	4.2	3.38	6
HD.FR.007	James Catmur (Great Gransden Parish Council)	1016	Caxton Road	Install a pinch point (give-way) to help reduce speeds in both directions.	Priority give-way / pinch point feature	£ 40,018.05	£ 15,018.05	37.50%	£ 25,000.00	£ 158,232.28	3.8	3.6	3	3.4	3	3.4	3	3.4	3.33	7
HD.FR.004	Community Roadwatch(UK) CIC	600+	B1090	Enhance the existing pedestrian crossing point at the bus stop by providing tactile paving, widening the footway area in the vicinity of the dropped kerbs and installing white bollards	Footway / improve crossing point.	£ 11,007.23	£ 3,000.00	18.20%	£ 8,007.23	£ 166,239.51	3.6	4	3	3.4	2.2	2.6	2	3.4	3.03	8
HD.FR.005	Holywell-cum-Needlingworth Parish Council	2455	Mill Way	Footway widened and new grass verge installed next to new kerb line.	Footway widening / Kerbing works	£ 34,440.00	£ 10,000.00	29.00%	£ 24,440.00	£ 190,679.51	3.6	3.4	2.8	3.2	2.6	2.8	2	3.2	2.95	9
HD.FR.003	Abbotsley Parish Council	421	Gransden Road (B1046)	Extensions of speed limits on entry to village. Speed limit reductions.	Speed limit change	£ 16,739.64	£ 1,800.00	10.80%	£ 14,939.64	£ 205,619.15	2.4	2.2	1.8	3.4	2	2.2	4	2.6	2.58	10
						£ 266,893.82	£ 60,816.22		£ 205,619.15											

Huntingdonshire District. LHI Technical Appraisal. Non-complex 24/25

Huntingdonshire District Population at 2021 Census: 180,800. (6.7% increase from 2011 census 169,500 population figure).

Available CCC Funding Budget	
Non-complex	£ 94,235.00
Complex	£ 108,232.28
Total CCC LHI Funding	£ 202,467.28

Scoring Key:

Green denotes applications prioritised for funding

Applicant Name	Parish Ward	Population	Road Name / Location	Objective / Issue	£ Project Cost	£ Applicant contribution	% Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Contribution	Moderated Score	Ranking
St Neots Town Council	St Neots	33517	Station Road, Kester Way and a private shared access road.	Signing such as new junction warning signs and Road markings	£ 13,500.00	£ 6,750.00	50%	£ 6,750.00	£ 6,750.00	31	1
Godmanchester Town Council	Godmanchester	9930	N/A	Mobile Vehicle Activated Signs (MVAS)	£ 5,750.00	£ 1,000.00	17%	£ 4,750.00	£ 11,500.00	30	2
Catworth Parish Council	Catworth	375	Fox Road / Station Road	Buffer zone project	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 20,500.00	28	3
Buckden Parish Council	Buckden	3389	Lucks Lane	Mobile Vehicle Activated Signs (MVAS)	£ 5,750.00	£ 2,875.00	50%	£ 2,875.00	£ 23,375.00	26	4
Great Paxton Parish Council	Gt Paxton	1016	N/A	1 Solar MVAS unit, and 1 solar kit for existing unit.	£ 6,500.00	£ 650.00	10%	£ 5,850.00	£ 29,225.00	26	5
Ellington Parish Council	Ellington	573	Graham Road	Warning signage	£ 5,000.00	£ 1,000.00	20%	£ 4,000.00	£ 33,225.00	25	6
St Neots Town Council	St Neots / Great Paxton	33517	Duloe Road	Buffer zone with road markings such as speed roundels or dragons' teeth.	£ 12,000.00	£ 6,000.00	50%	£ 6,000.00	£ 39,225.00	25	7
Bob Jewell (Gt Staughton Parish Council)	Gt Staughton	882	B645	Improve the visibility of the crossing on the B645 in order to reduce the likelihood of accidents occurring.	£ 7,500.00	£ 2,000.00	26%	£ 5,500.00	£ 44,725.00	24	8
Folksworth & Washingley Parish Council	Folksworth and Washingley	912	N/A	Mobile Vehicle Activated Signs (MVAS)	£ 5,750.00	£ 2,875.00	50%	£ 2,875.00	£ 47,600.00	24	9
Eugene Smith (for Perry Parish Council)	Perry	613	B661 towards Buckden, B661 towards Gt Staughton	Mobile Vehicle Activated Signs (MVAS), Buffer zone	£ 11,000.00	£ 1,000.00	10%	£ 10,000.00	£ 57,600.00	23	10
Elton Parish Council	Elton	691	Middle Street	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 2,000.00	26%	£ 5,500.00	£ 63,100.00	23	11
St Neots Town Council	St Neots	33517	Andrew Road and Caernarvon Road	Mobile Vehicle Activated Signs (MVAS)	£ 11,500.00	£ 5,750.00	50%	£ 5,750.00	£ 68,850.00	22	12
Little Paxton Parish Council	Lt Paxton	4023	Mill Lane	Zebra crossing LED Halos	£ 10,000.00	£ 4,000.00	40%	£ 6,000.00	£ 74,850.00	21	13
Conington Parish Council	Conington	200	Conington Lane, Church Road	Village gateways, Mobile Vehicle Activated Signs (MVAS), Extend area covered by 30 limit	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 83,850.00	20	14
Robert Johnson (Alconbury Parish Council)	Alconbury	1537	Villagewide	2 Mobile Vehicle Activated Signs (MVAS)	£ 7,500.00	£ 2,000.00	26%	£ 5,500.00	£ 89,350.00	20	15
Clifford Spink (Bythorn and Keyston Parish Council)	Bythorn and Keyston	350	Villagewide	1 Mobile Vehicle Activated Signs (MVAS)	£ 4,000.00	£ 1,000.00	25%	£ 3,000.00	£ 92,350.00	19	16
Sharan Jackson-Rimmer (Spaldwick Parish Council)	Spaldwick	664	Thrapston Road	Solar Mobile Vehicle Activated Signs (MVAS)	£ 5,750.00	£ 865.00	15%	£ 4,885.00	£ 97,235.00	19	17
Kimbolton and Stonely Parish Council	Kimbolton and Stonely	1415	B645 towards Gt Staughton and Stow Road	Buffer zones	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 106,235.00	19	18
Somersham Parish Council	Somersham	3767	Chatteris Road and High Street	Road markings such as speed roundels or dragons' teeth, Mobile Vehicle Activated Signs (MVAS)	£ 11,500.00	£ 1,150.00	10%	£ 10,000.00	£ 116,235.00	19	19
Ms. April Stone (Alconbury Weston Parish Council)	Alconbury Weston	788	Great North Road, Vinegar Hill, Buckworth Road and Hamerton Road.	Road markings such as speed roundels or dragons' teeth	£ 8,000.00	£ 1,200.00	15%	£ 6,800.00	£ 123,035.00	18	20
Huntingdon Town Council	Huntingdon	25680	Devoke Close, Christie Drive and Haweswater	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 750.00	10%	£ 6,750.00	£ 129,785.00	17	21

Grafham Parish Council	Grafham	696	Breach Road and Buckden Road	Village gateways	£ 10,000.00	£ 1,000.00	10%	£ 9,000.00	£ 138,785.00	16	22
Tracey Hope (Bluntisham Parish Council)	Bluntisham	1927	Station Road	Bollards on existing cycle path to prevent further vehicle damage to farmers field	£ 8,000.00	£ 800.00	10%	£ 7,200.00	£ 145,985.00	16	23
Huntingdon Town Council	Huntingdon	25680	St Peters Road	Street Lighting - Footpath 49 between Ambury Road and One Leisure	£ 27,000.00	£ 17,000.00	63%	£ 10,000.00	£ 155,985.00	12	24
Steve Browning (Sawtry Parish Council)	Sawtry	6500	Green End Road	Bollards - 2 by the bus shelter						Withdrawn. This is a PFHI.	
Huntingdon Town Council	Huntingdon	25680	Edison Bell Way	Footpath/Cycle Path						Withdrawn by applicant	
St Neots Town Council	St Neots	33517	Multiple locations	Dropped Kerbs - Pavement/Road Markings - Pavement re-surfacing						Reassigned to Complex scoring	

Totals	£ 221,000.00	£ 64,665.00		£ 155,985.00
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South Cambridgeshire - Complex 24/25 LHI Panel Scores

Panel Members		Available Budget	
Anna Bradnam	Ros Hathorn		
Brian Milnes	Susan Van de Ven	Non-complex	£ 90,150.00
Mandy Smith		Complex	£ 87,817.00
Peter McDonald		Total	£ 177,967.00

Scoring Key:		
Green denotes applications prioritised for funding	Blue denotes panel member abstaining from scoring.	Red denotes Panel Member was unavailable to score.

Ref	Applicant Name	Population	Road Name/Location	Objective / Issue Description	Optimum Solution	£ Total Estimated Project Cost	£ Applicant Contribution	% Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Total	Q1. Does the application address a known problem or safety issue?	Q2. Could the suggested scheme be delivered for highway users?	Q3. Could the scheme contribute to public health?	Q4. Does the application have demonstrable local support?	Q5. Could the scheme lead to any localised improvements?	Q6. Value for Money (effectiveness)	Q7. Population vs Contribution Weighting	Q8. Deliverability	Overall Average Score	Ranking
											Av Score	Av Score	Av Score	Av Score	Av Score	Av Score	Av Score	Av Score		
SC.FR.008	Great Shelford Parish Council	4472	Church Street, High Street	Traffic speed and volume. Vehicle parking on street.	Parking restrictions on Church Street . Installation of priority give way features . Installation of bollards on footway.	£ 45,485.70	£ 22,742.85	50.00%	£ 22,742.00	£ 22,742.00	4.2	3.6	4.0	4.6	3.8	4.0	5.0	4.0	4.15	1
SC.FR.004	Chelsea Obrien (Histon and Impington Parish Council)	9556	Station Road, High Street	Installation of new raised table, and associated road markings	Improve crossing point / raised table	£ 29,000.00	£ 20,374.70	44.90%	£ 25,000.00	£ 47,742.00	4.4	4.2	3.4	4.6	3.2	4.0	4.0	4.0	3.98	2
SC.FR.010	Neil Harris (Willingham Parish Council)	4100	Over Road	Construction of new footway linking the existing to Highgate Farm.	Contruction of Footway	£ 53,934.23	£ 28,934.23	53.60%	£ 25,000.00	£ 72,742.00	4.0	4.0	3.8	3.5	3.0	4.0	5.0	4.0	3.92	3
SC.FR.012	Robert Foster (Carlton Parish Council)	165	B1052 / Willingham Green Road / junction with Carlton Road	Reduce existing 50mph limit where appropriate.	Speed limit change	£ 16,750.00	£ 1,675.00	10.00%	£ 15,075.00	£ 87,817.00	4.7	3.5	3.2	3.8	3.0	3.0	5.0	4.0	3.77	4
SC.FR.007	Gamlingay Parish Council	3751	Heath Road	Installation of a new footpath along the grass verge at junction of Dennis Green for pedestrians trying to access Park lane.	Footpath/Cycle Path	£ 73,748.34	£ 37,800.00	51.30%	£ 25,000.00	£ 112,817.00	3.7	4.2	3.5	3.8	3.3	3.2	5.0	3.3	3.75	5
SC.FR.002	Head Teacher from Fulbourn Primary School	4820	St Vigors Road, School Lane & Stack Yard Court	Install a dropped kerb outside the school gate on St Vigors Road. Install double yellow lines on St Vigors Road & School lane & Stack Yard Court to prevent dangerous narked.	Parking restrictions such as double yellow lines or controlled parking zone., and dropped kerbs.	£ 17,363.48	£ 9,000.00	51.80%	£ 8,663.48	£ 121,480.48	3.3	3.3	3.3	3.7	2.7	4.0	5.0	4.7	3.75	6
SC.FR.011	Rebecca Roberts on behalf of Fulbourn Parish Council	4820	Dogget Lane	Widening the road-space available around the bend by pushing the central verge island back, to give HGV's more room to navigate the bend.	Raising height of curb, repainting white lines, slight widening road to allow increased space for lorries to navigate	£ 57,718.45	£ 32,718.45	56.70%	£ 25,000.00	£ 146,480.48	4.0	3.3	3.2	3.3	2.7	3.5	5.0	3.8	3.60	7
SC.FR.001	Barton Parish Council	828	Wimpole Road, Haslingfield Road	Wimpole Road, Haslingfield Road - traffic calming - One priority chicane and 2 pairs of Speed cushions.	Wimpole Road, Haslingfield Road - traffic calming - One priority chicane and 2 pairs of Speed cushions.	£ 40,000.03	£ 15,000.00	37.5	£ 25,000.00	£ 171,480.48	3.8	3.2	3.0	3.8	3.6	3.4	3.0	4.0	3.48	8
SC.FR.003	Pampisford Parish Council	357	Town lane and Brewery Road	Installation of speed cushions from A505 junction with town lane to junction with London Road.	Vertical features such as speed cushions or a raised table	£ 38,730.09	£ 13,730.09	35.50%	£ 25,000.00	£ 196,480.48	3.6	3.6	2.4	4.0	3.0	2.8	4.0	3.8	3.39	9
SC.FR.009	Ickleton Parish Council	730	Butchers Hill	A new kerb line build out/ widening and bollard to tighten up the junction.	A new kerb line build out/ widening and bollard to tighten up the junction.	£ 19,946.87	£ 2,000.00	10.00%	£ 17,946.87	£ 214,427.35	3.0	3.8	2.8	3.4	3.0	3.8	2.0	4.5	3.29	10
SC.FR.006	Desmond O'Brien (Bourn Parish Council)	3545	Gills Hill	Installation of 3 pairs of speed cushions to help reduce speeding along Gills Hill.	Vertical features such as speed cushions or a raised table	£ 29,960.34	£ 5,000.00	16.70%	£ 29,960.34	£ 244,387.69	3.5	3.8	2.5	4.2	2.7	3.5	2.0	3.8	3.25	11
SC.FR.013	Croydon Parish Council	174	Croydon Road	Moving 30mph terminal signs at the East of the village. Dragons teeth road markings and warning signage and bollards.	Speed limit change (village wide), Road markings such as speed roundels or dragons' teeth, Chevrons and any replacement reflective marker posts	£ 24,139.81	£ 5,000.00	20.70%	£ 19,139.81	£ 263,527.50	3.5	3.0	2.2	2.5	2.2	2.3	5.0	3.5	3.02	12
SC.FR.014	Oliver Parsons (Steeple Morden Parish Council)	1118	Odesy	Appliation is for reduction in speed limit from 40mph to 30mph.	Speed limit change (villagewide)	£ 24,125.79	£ 3,000.00	12.40%	£ 21,125.79	£ 284,653.29	4.0	3.0	2.6	3.8	2.4	2.6	2.0	3.2	2.95	13
SC.FR.005	Clr David Mercer (Hildersham Parish Council)	200	Hildersham Road	Installation of chicane in the eastbound carriageway accompanied by buffer zone on approach to the chicane to slow down traffic.	Speed limit reduction. Priority narrowing's. Warning signs.	£ 31,928.34	£ 6,928.34	21.70%	£ 25,000.00	£ 309,653.29	3.0	3.0	2.0	2.8	2.5	2.7	4.0	3.5	2.94	14
						£502,831.47	£203,903.66		£309,653.29											

South Cambridgeshire District. LHI Technical Appraisal. Non-complex 24/25

South Cambs District Population at 2021 Census: 162,000. (8.9% increase from 2011 census 148,800 population figure).

Available CCC Funding Budget	
Non-complex	£ 90,150.00
Complex	£ 87,817.00
Total CCC LHI Funding	£ 177,967.00

Scoring Key:

Green denotes applications prioritised for funding

Applicant Name	Parish Ward	Population	Road Name / Location	Objective / Issue	£ Project Cost	£ Applicant contribution	% Applicant Contribution	£ CCC Contribution	£ Cumulative CCC Contribution	Moderated Score	Ranking
Girton Parish Council	Girton	4886	Various residential streets	Parking restrictions such as double yellow lines or controlled parking zone.	£ 10,000.00	£ 5,000.00	50%	£ 5,000.00	£ 5,000.00	33	1
Stow Cum Quoy Parish Council	Stow-cum-Quoy	501	B1102 (Colliers Lane / Stow Road)	Mobile Vehicle Activated Signs (MVAS)	£ 5,750.00	£ 1,000.00	17%	£ 4,750.00	£ 9,750.00	32	2
Caxton Parish Council	Caxton	1464	Ermine Street and Gransden Road	Mobile Vehicle Activated Signs (MVAS)	£ 7,000.00	£ 3,500.00	50%	£ 3,500.00	£ 13,250.00	32	3
Oakington & Westwick Parish Council	Oakington	1569	Water Lane	Mobile Vehicle Activated Signs (MVAS)	£ 6,000.00	£ 3,000.00	50%	£ 3,000.00	£ 16,250.00	32	4
Graham Haynes (CG - Horningsea)	Horningsea	336	Various locations	Mobile Vehicle Activated Signs (MVAS)	£ 5,750.00	£ 2,875.00	50%	£ 2,875.00	£ 19,125.00	31	5
Kim Quince (Halton Parish Council)	Harlton	327	Haslingfield Road	Mobile Vehicle Activated Signs (MVAS)	£ 5,750.00	£ 575.00	10%	£ 5,175.00	£ 24,300.00	30	6
David Gill (Lt Wilbraham and Six Mile Bottom Parish Councils)	Lt Wilbraham (and Six Mile Bottom)	443	Wilbraham Road	Road markings such as speed roundels or dragons' teeth, Village gateways.	£ 9,000.00	£ 1,200.00	13%	£ 7,800.00	£ 32,100.00	29	7
Will Neale (Horningsea Parish Council)	Horningsea	336	Northern end of Horningsea, Claythorpe Road	Options Report	£ 10,000.00	£ 3,000.00	30%	£ 7,000.00	£ 39,100.00	28	8
Teversham Parish Council	Teversham	3104	High Street / Fulbourn Road	Mobile Vehicle Activated Signs (MVAS)	£ 5,750.00	£ 1,000.00	17%	£ 4,750.00	£ 43,850.00	27	9
Eltisley Parish Council	Eltisley	350	Village wide	Mobile Vehicle Activated Signs (MVAS)	£ 6,500.00	£ 650.00	10%	£ 5,850.00	£ 49,700.00	25	10
West Wickham Parish Council	West Wickham	440	Four entrance gateways to West Wickham	Mobile Vehicle Activated Signs (MVAS)	£ 6,000.00	£ 750.00	12%	£ 5,250.00	£ 54,950.00	25	11
Martin Davey (West Wrattling Parish Council)	West Wrattling	467	The Common, Six Mile Bottom Road and Honey Hill	Road markings such as speed roundels or dragons' teeth, Village gateways	£ 12,000.00	£ 2,000.00	17%	£ 10,000.00	£ 64,950.00	25	12
Fen Drayton Parish Council	Fen Drayton	880	Cambridge Road	Signing such as new junction warning signs or flashing school signs, Road markings such as speed roundels or dragons' teeth	£ 9,000.00	£ 1,300.00	15%	£ 7,700.00	£ 72,650.00	25	13
Over Parish Council	Over	2843	Overcote Road	Mobile Vehicle Activated Signs (MVAS)	£ 7,500.00	£ 1,500.00	20%	£ 6,000.00	£ 78,650.00	25	14
Graveley Parish Council	Graveley	223	Graveley (Village wide)	Options Report	£ 10,000.00	£ 1,500.00	15%	£ 8,500.00	£ 87,150.00	24	15
Stephen Aldersley (Dry Drayton Parish Council)	Dry Drayton	698	Park Street	Parking restrictions, to improve safety outside a school in a busy residential cul-de-sac	£ 6,000.00	£ 3,000.00	50%	£ 3,000.00	£ 90,150.00	24	16
Peter Deer (Elsworth Parish Council)	Elsworth	777	Boxworth Road	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,500.00	£ 2,000.00	27%	£ 5,500.00	£ 95,650.00	24	17
Carla Walker (Bar Hill Parish Council)	Bar Hill	3900	Village wide	Mobile Vehicle Activated Signs (MVAS)	£ 6,000.00	£ 850.00	14%	£ 5,150.00	£ 100,800.00	24	18
Meldreth Parish Council	Meldreth	1947	Whaddon Road	Village gateways	£ 7,500.00	£ 3,500.00	47%	£ 4,000.00	£ 104,800.00	23	19
Duxford Parish Council	Duxford	2218	Hunts Road / St Peters Street and Ickleton Road	Parking restrictions such as double yellow lines or controlled parking zone.	£ 6,000.00	£ 600.00	10%	£ 5,400.00	£ 110,200.00	22	20
Landbeach Parish Council	Landbeach	855	Entrances to Landbeach	Buffer zone	£ 10,000.00	£ 3,000.00	30%	£ 7,000.00	£ 117,200.00	21	21
Whittlesford Parish Council	Whittlesford	1637	Station Road West and East, Royston Road.	Parking restrictions such as double yellow lines or controlled parking zone.	£ 6,000.00	£ 10,000.00	60%	£ 4,000.00	£ 121,200.00	21	22
Waterbeach Parish Council	Waterbeach	5258	School Lane	Parking restrictions such as double yellow lines or controlled parking zone., Mobile Vehicle Activated Signs (MVAS)	£ 12,500.00	£ 3,125.00	25%	£ 9,375.00	£ 130,575.00	21	23
Hinxton Parish Council	Hinxton	320	Hunts Lane	Traffic restriction such as a one way system	£ 10,000.00	£ 1,500.00	15%	£ 8,500.00	£ 139,075.00	20	24
Steven Bradley (Community Group - Girton)	Girton	4886	Junction of Thornton Road and Huntingdon Road	Parking restrictions such as double yellow lines or controlled parking zone.	£ 7,000.00	£ 100.00	10%	£ 6,300.00	£ 145,375.00	9	25
Babraham Parish Council	Barbraham	329	High Street	Footpath/Cycle Path						Reassigned to Highway Maintenance	
Croydon Parish Council	Croydon	There are 174 on the Electoral Register	Croydon Road	Speed limit change (village wide), Road markings such as speed roundels or dragons' teeth, Chevrons and any replacement reflective marker posts						Reassigned to Complex scoring	
Oliver Parsons (Steeple Morden Parish Council)	Steeple Morden	1118	Odesy	Speed limit change (villagewide)						Reassigned to Complex scoring	

Totals	£ 194,500.00	£ 56,525.00		£ 145,375.00
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EQUALITY IMPACT ASSESSMENT - CCC553384363

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

Directorate	Service	Team
Place and Sustainability	Asst Director - Project Delivery	Asst Director - Project Delivery

Your name: Joshua Rutherford

Your job title: Group Manager

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Asst Director - Project Delivery	Asst Director - Project Delivery

Your phone: 01353 650578

Your email: joshua.rutherford@cambridgeshire.gov.uk

Proposal being assessed: Local Highway Improvement Process Changes

Business plan proposal number: N/A

Key service delivery objectives and outcomes: 1.1 The existing Local Highway Improvement (LHI) initiative provides the opportunity for local groups, including Parish and Town Councils to promote local highway improvements in their community that would not normally be prioritised nor funded by the County Council. Through the initiative external groups are invited to apply for funding of up to £25,000 per project, subject to those groups providing at least 10% of the total cost of the scheme. The schemes are community driven, giving local people influence over bringing forward highway improvements. 1.2 The County Council contributes around £820,000 towards each round of the LHI initiative, with the rest of the funding being provided by the applicant on a scheme-by-scheme basis. This amounts to a total available budget per LHI cycle in the region of £1,100,000. This results in sufficient funding to deliver around 70 schemes countywide per cycle out of the 170 applications received. 1.3 As the above application figures highlight the LHI process is popular and consistently oversubscribed. The existing process is a result of a recent review conducted by Members and approved by the Highways and Transport Committee in October 2022. The key issues the committee were looking to understand and address included; why certain types of projects take longer to be delivered, the time and resources needed from all parties involved in the process to progress an application, and how to improve how applications are scored and assessed. 1.4 It was agreed by the committee (in October 2022, see Document.ashx (cmis.uk.com)) following a cross party Member Working Group (MWG) that various changes to the process would be implemented. The same committee also acknowledged that there may be a further need to refine these changes following the conclusion of the 23/24 application process when any lessons learnt following use of the new process would become evident.

What is the proposal: All the following are minor tweaks to the process already in place and

reviewed via previous EIA - Existing process Recommended change Reason for change Speed limit applications falling under the Non-complex part of the funding process. Move speed limit applications to the complex part of the funding process. Due to the indicative costs of these types of projects, the move to complex means more funding from CCC is made available to the applicant, reducing the amount a third party is expected to fund themselves. Wording, question 2 of the prioritisation matrix scoring criteria. Could the suggested scheme increase safety for highway users? (Scoring: cumulative 0 - 5. Could the scheme increase safety for users? Evidence of how the scheme will need make it safer for different user groups should be referenced during application. Is it near to a school, or on a route used by cyclists for example, one mark for each, maximum of 5). Amended to: (Scoring: cumulative 0 - 6. Could the scheme increase safety for users? Evidence of how the scheme will need make it safer for different user groups should be referenced during application. Is it near to a school, or on a route used by cyclists for example, one mark for each, maximum of 5. Will the requested improvement help reduce vehicle speeds, for example the application is for an MVAS or a buffer zone, additional score of 1 mark to be awarded). This addresses an action from the committee to look at how buffer zones could be given greater prominence and support through the LHI process. Wording, question 3 of the prioritisation matrix and member scoring sheet scoring criteria. Could the suggested scheme contribute positively to public health? (Scoring: cumulative 0 - 5. Could the scheme increase safety for users of non-motorised forms of transport (0 - 3 marks) and will it encourage an uptake in healthy activities such as walking, cycling and horse-riding (0 - 2 marks)). Amended to: Could the suggested scheme contribute positively to sustainable transport, public transport & health? (Scoring: cumulative 0 - 6. Could the scheme increase the use of non-motorised forms of transport (2 marks) or provide easier access to or for public transport (2 marks) and will it encourage an uptake in healthy activities such as walking, cycling and horse-riding (2 marks)). This now allows for impacts on public transport to be scored and assessed, as well as benefits to active travel. LHI webpages and application documents Improve the accessibility, prominence, and layout of the current LHI webpages on the CCC website. Changes included amendments to graphics, text, and descriptions. The driver behind this was to ensure the visitor experience for applicants is as easy and streamlined as possible and provide a route to application which can be understood by everyone and provide one public facing location where everyone can go to find out more about the process and progress of their successful applications. Weight limit applications falling under the Non-complex part of the funding process. Move weight limit applications to the complex part of the LHI process. Due to the indicative costs of these types of projects and the fact members have indicated they would like to more involved in the review and approval process for these types of applications, the move to complex means more funding from CCC is made available to the applicant, and that these will now be assessed by the member panel for the relevant district area.

What information did you use to assess who would be affected by this proposal?: Customer feedback Member feedback User feedback Building on lessons learnt from the previous funding round.

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

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

Which particular employee groups/service user groups will be affected by this proposal?: This proposal potentially impacts all residents / users in Cambridgeshire as anyone can apply to the LHI process for funding. This is however a bottom up process which relies on individuals, parishes, towns, cities or community groups to actively apply for funding to deliver highway

improvements in their community. The change also affects the internal team which will deliver the work although it is a revised, rather than completely new process.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: No

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: Don't know

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?: Yes

What is the significance of the impact on affected persons?: The aim of the revised LHI process is to make it easier for users to apply, and to ensure the process reaches a wider audience than it does currently by allowing more groups to apply. The changes which are initially requested by the local communities who apply for funding will be delivered in a more timely manner than they are through the current process, and this means a positive impact on communities sooner. As this is a countywide process change this impacts those areas with known inequalities in the same way it impacts others areas within Cambridgeshire.

Category of the work being planned: Process

Research, data and /or statistical evidence: Qualitative data / feedback was used for this via a member working group review process. There was some reference to data available through Cambridgeshire Insights for the deprivation data and populations countywide. All users groups were considered during the review, an area of significant improvement will be the website with accessibility and readability being of primary focus, as well as how we reach inexperienced or irregular internet users.

Consultation evidence: A cross party member working group have conducted a review of the process following feedback from users and officers. Consultation on the changes to the process has been done through this group informally, acting on the feedback received from users countywide. The proposals are due to be reviewed and approved by members at an upcoming committee.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Improved accessibility for users. Improved readability for users. Hoped for, greater levels of participation from across different users groups as a result of the above.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: These are in line with those identified in the previous EIA, and carryover from this as follows, although we have tried to go as far as possible to mitigate these - Age There is the potential that moving the process to wholly online will have a negative impact on users who aren't as confident using IT equipment. This is more prevalent amongst the elderly who are less inclined to use technology. Should this situation arise officers will be contactable for further discussion via email, and this will be clearly flagged on the online applicaiton form to assist the individual making the applicaiton. If needed the officer can make the online application on the individuals behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of

the online form. It has been agreed that the digital approach is more acceptable in general and reduces the amount of duplication amongst applicants, officers and members, making the process as efficient as possible up front. Disability There is the potential that moving the process to wholly online will have a negative impact on users who aren't as confident using IT equipment. This is more prevalent amongst certain groups who are less inclined to use technology or find it difficult to do so. The online forms and approach will be made as accessible as possible for people with disabilities in line with CCC policies on the subject. Should a situation arise where there are issues with the online approach for the applicant then officers will be contactable for further discussion, and this will be clearly flagged on the online application form to assist the individual making the application. If needed the officer can make the online application on the individual's behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form. It has been agreed that the digital approach is more acceptable in general and reduces the amount of duplication amongst applicants, officers, and members, making the process as efficient as possible up front.

How will the process of change be managed?:Stakeholders will be updated regarding the process changes along with how to guides. Training and interactive sessions on the changes will be offered between users and officers. These changes are minor.

How will the impacts during the change process be monitored and improvements made (where required)?: Drop in sessions with users at the start of the changed applications process, part way through, and at the end to pick up any issues / questions and address them before they become a big issue.

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

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
Given how minor these adjustments are to the existing process, we don't anticipate a negative impact as a result of them.	Disability	Low	There is the potential that moving the process to wholly online will have a negative impact on users who aren't as confident using IT equipment. This is more prevalent amongst certain groups who are less inclined to use technology or find it difficult to do so. The online forms and approach will be made as accessible as possible for people with disabilities in line with CCC policies on the subject. Should a situation arise where there are issues with the online approach for the applicant then officers will be contactable for further discussion, and this will be clearly flagged on the online application form to assist the individual making the application. If needed the officer can make the online application on the individual's behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form. It has been agreed that the digital approach is more acceptable in general and reduces the amount of duplication amongst applicants, officers, and members, making the process as efficient as possible up front.	Lead officer	12/01/2024

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
Given how minor these adjustments are to the existing process, we don't anticipate a negative impact as a result of them.	Age	Low	There is the potential that moving the process to wholly online will have a negative impact on users who aren't as confident using IT equipment. This is more prevalent amongst the elderly who are less inclined to use technology. Should this situation arise officers will be contactable for further discussion via email, and this will be clearly flagged on the online application form to assist the individual making the application. If needed the officer can make the online application on the individuals behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form. It has been agreed that the digital approach is more acceptable in general and reduces the amount of duplication amongst applicants, officers and members, making the process as efficient as possible up front.	Lead Officer	12/01/2024

Head of service: Michael Williams

Head of service email: michael.williams@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Local 20mph 2024-2025 Programme

To: Highways and Transport Committee

Meeting Date: 1 October 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/050

Executive Summary: This paper provides an update to the committee of the outcome of the 20mph prioritisation process and seeks approval of the prioritised 20mph applications for the 2024/25 20mph design and delivery programme.

Recommendation: The committee is recommended to:

- a) Approve the projects detailed in the prioritised lists attached to this report at Appendix 1;
- b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to add and remove individual projects from the 20mph delivery programme as required; and
- c) Note that these schemes will be delivered through existing and compliant procurement arrangements.

Officer contact:

Name: Joshua Rutherford

Post: Group Manager Design & Delivery

Email: joshua.rutherford@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.

All schemes included in the programme have been considered against the objective of meeting the Council's Net Zero ambitions. Specific scoring criteria are related to environmental improvements such as promotion of active travel transport modes which contribute to this goal. The default delivery process is to utilise the lowest carbon option available to reduce the projects carbon impact.

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

All schemes included in the programme have been considered against the objective of improving the safety of all road users within the specific projects which make up the programme. Often a request from the local community for a 20mph limit has been driven by a local desire to improve road safety for residents and vulnerable users in their parish.

- 1.3 Ambition 3: Health inequalities are reduced.

The projects delivered through this programme contribute to improving people's health and wellbeing which is one of the key scoring / prioritisation areas, as is active travel. 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 for local journeys.

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

The projects delivered through this programme 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. A key driver is encouraging an increased uptake in active travel modes for local journeys.

- 1.5 Ambition 5: People are helped out of poverty and income inequality.

The projects delivered through this programme contribute to helping people out of poverty and income inequality as often highway improvements are targeted at active travel, or increased access to public transport for the local community through this process.

- 1.6 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 through this programme contribute to improved access to services, jobs, and education at a community level, especially for local journeys.

- 1.7 Ambition 7: Children and young people have opportunities to thrive.

The projects delivered through this programme contribute to improved opportunities for children and young people, often 20mph improvements are targeted around schools and

leisure facilities by the local community through this process. An expected additional benefit is an increase in the amount of people walking, wheeling, and cycling for local journeys, including to / from schools, resulting in healthier outcomes, positive reductions in pollution levels around schools and built-up areas as a result.

2 Background

- 2.1 The 20mph initiative provides the opportunity for local community groups and parish and town councils to apply for funding to progress a 20mph speed limit within their respective area. The schemes are community driven, giving local people the opportunity to review speed limits within their local area. The cost of schemes is entirely met by the County Council.
- 2.2 The County Council originally identified £450,000 from existing capital funding streams to contribute to this process over three budget years; starting in 2022/23. It is the intention to seek further external funding to supplement the amount allocated when the opportunity arises, and once the level of community interest had been established.
- 2.3 The first tranche of 20mph projects were funded with £100,000 from this allocation and has been successfully delivered on site, whilst the second phase is well underway. Further details on the progress of the 2023/24 programme are as follows:
 - Twenty projects were funded as part of the 2023/24 programme.
 - To date two have been installed in Great Staughton and Great Abington.
 - There are three further schemes which are expected to be delivered in late summer.
 - Thirteen projects are ready for formal consultation following further informal consultation between the applicant and residents.
 - There are two projects that remain within design awaiting the outcome of informal consultations with applicants and their respective communities, these are both expected to progress to the formal consultation in late summer month.
 - It is anticipated that all twenty projects will be delivered before the end of the 2024/25 budget year.
- 2.4 £150,000 has been identified and approved for delivery of new 20mph projects for the 2024/25 funding round. This has been allocated from the Integrated Transport Block, further information on this can be found under Item 8 here [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#).
- 2.5 The process for scoring and prioritising 20mph applications mirrors the process followed in the previous round. This programme was approved by the Committee in October 2023, Item 5 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#), following a cross-party Member Working Group (MWG) review. Section 2 of this report outlines the processes undertaken to identify the prioritised list of schemes.
- 2.6 This is the third year of the process, and 66 applications were received countywide. A considerable proportion of these were resubmissions, following officer feedback, of applications submitted for the 2023/24 funding round. All applications were rescored by officers using the same approach to ensure consistency. Of the total number received, 8 have been prioritised for delivery and are identified in this report. As these figures highlight,

the process is popular and oversubscribed. A high-level breakdown as follows details the applications received per district area across the county:

District -	Total number of applications -
Huntingdonshire	17
Cambridge City	6 (<i>see item 3.4 below</i>)
South Cambridgeshire	36
East Cambridgeshire	5
Fenland	8

Table 1 – Applications by district

3 Main Issues

- 3.1 Interested parties were invited to submit their 20mph applications earlier this year to be considered for funding in the 2024/25 delivery round. The application window opened on 15 January 2024 and ran to 15 March 2024. More details regarding the application process and timeline can be found on the Council's website - [20mph Funding - Cambridgeshire County Council](#).
- 3.2 Once the application deadline had passed, all applications received were scored and prioritised by officers. Scoring was undertaken initially individually, and then as a group using the 20mph prioritisation matrix. Moderation sessions were then undertaken as a group before a final score for each application was given to ensure consistency.
- 3.3 Once the officer scoring and moderation sessions had been completed, the draft prioritised list was discussed further at a meeting of the cross-party 20mph Member Working Group on 6 August 2024. The officer scoring was scrutinised by members at this meeting prior to being provisionally agreed, subject to formal approval at this Highways and Transport committee meeting.
- 3.4 The countywide finalised scores and rankings can be seen in detail in Appendix 1. It should be noted that 8 projects from the list have been identified for inclusion in the programme due to the amount of funding available. Therefore, all the £150,000 funding has been allocated to those projects. Where applications have an identical score, they have been further prioritised based on their respective accident data for each identified 20mph location. This methodology was agreed by the 20mph Members Working Group. A high-level breakdown of the prioritised 20mph projects per district area is as follows:

District	Total number of successful vs total applications
Huntingdonshire	2 / 17
Cambridge City	0 / 6*
South Cambridgeshire	4 / 36
East Cambridgeshire	1 / 5
Fenland	1 / 8

Table 2 – Proportion of successful applications [*It should be noted that although we received 6 number applications for the Cambridge City area this round; these were not have been progressed through this programme. This is because funding is available to deliver a Cambridge wide 20mph project, (subject to consultation) through an alternative programme. Therefore, all 6 applications have been included in this. The applications which have been shared are as follows:

- Abbey, Barnwell Road area.
- King Hedges, Kings Hedges Road area.
- Queen Edith's, Fendon Road area.
- Romsey, Coldham's Lane area.
- Trumpington, Anstey Way area.
- Trumpington, Grantchester Road area.]

- 3.5 Unlike other processes, such as the Local Highway Improvement Initiative, those applicants who have not received funding for the 2023/24 round remained on the ranked list for the 2024/25 funding round and will do so for the 2025/26 round also, along with those unsuccessful 2024/25 projects. The ambition being to work down the list until all the projects on it are prioritised subject to funding. There will also be further opportunities for new applications to be made, and the intention is to reopen the application window early in 2025 for the 2025/26 round. This provides an opportunity for existing applicants to amend their applications based on officer scoring feedback, or changes locally, as well as for new applicants to come forward. The 2024/25 delivery list would then be re-ranked, to include any new or revised applications, and re-prioritised for the 2025/26 delivery round. £150,000 has again been set aside for the 2025/26 round.
- 3.6 Should any of the prioritised applications subsequently prove to be unfeasible, or the actual cost of delivery be less than forecast, the next application(s) on the priority list, (those currently sitting below the red line and therefore unfunded) would be progressed using the now available funding if these are identified before the end of January 2025. This deadline is imposed to ensure current projects do not overrun into the next 20mph programme. If schemes are discontinued after this date, then the money will roll into the next programme funding round.
- 3.7 All estimated scheme costs incorporate the estimated cost of time spent by officers designing, managing, and delivering each project. It is expected that the cost to deliver each project will become more certain once design work has been completed. Currently, those costs identified in Appendix 1 should therefore be treated as indicative only.
- 3.8 Delivery, (subject to further consultation) of the 2024/25 20mph programme is expected to commence on site late in quarter 2 of the next budget year. The schemes would be delivered, subject to further consultation, sequentially as part of a rolling programme, which will go through to Quarter 4 of the 2025/26 budget year. This means that delivery will commence once the weather starts to improve following the spring period.
- 3.9 Subject to the Committee's approval, further informal consultation will be required with the successful applicants and their respective communities before the final scheme extents are agreed. There is a specific requirement at application stage that the applicant demonstrates that they have consulted with their community to an extent which gives officers confidence regarding the level of support and viability of delivery. Officers will use this as the basis for a further round of community engagement before the project is progressed to statutory

consultation stage. Should objections to the proposal be forthcoming at the statutory stage, then these will be reviewed and decided via the Council's standard process for such items. Subject to outcome, the project would be progressed to delivery, or objections upheld and withdrawn or rescope considering received feedback, and then re-consulted on.

- 3.10 The application window proposed for the next 20mph application round will be as follows: -
- Application window opens – Monday 27 January 2025
 - Application window closes - Friday 28 March 2025 at 5pm
 - Prioritisation process undertaken - April to July 2025
 - Report to committee including prioritised list for approval – October 2025
- 3.11 In order to help applicants when completing the 20mph application form, the Council's website will again be updated to include some of this year's highest scoring submissions. Within the 20mph programme update at the bottom of the page, information is provided on the delivery progress of those projects which have already received funding - [20mph Funding - Cambridgeshire County Council](#).

4 Alternative Options Considered

- 4.1 The recommendations outlined in this report have been formulated following the creation of a prioritisation approach for 20mph applications agreed on 25 May 2022 by the cross party 20mph MWG. The individual schemes will be delivered via the Term Services Contract, which is an approved procurement route. Where applicable, three quotations will be expected to prove best value prior to delivery. Alternatives to this process, and changes to the programme were previously explored with the 20mph MWG and the approach as outlined in this report is the preferred option.

5 Conclusion and reasons for recommendations

- 5.1 The committee is asked to approve the list of prioritised schemes as identified in Appendix 1 for design and delivery. Approval as requested will allow officers to proceed with the design and delivery of the 2024/25 20mph programme, meeting the Council's ambitions and objectives. The work will be delivered via an existing procurement route available to the authority.

6 Significant Implications

6.1 Finance Implications

The required resources and budget are available to deliver the programme as identified here. Future years are dependent on further funding being made available. The current allocation only runs until the end of 2025/26.

6.2 Legal Implications

There are no significant implications within this category, the projects will require a legal order prior to being installed on site, this process will follow the statutory guidelines. All work will be delivered via an existing contract already procured by the authority and available for use.

6.3 Risk Implications

There are no significant implications within this category. However, it should be noted that following recent changes to guidance relevant to 20mph speed limits, the pre-construction phase of delivery is likely to be extended, and this will extend the overall programme duration. This is due to a more robust informal consultation phase being required which will be managed by the Council rather than the applicant.

6.4 Equality and Diversity Implications

The officer led approach adopted a consistent scoring system, as does the prioritisation matrix. Many of the schemes will improve road safety for vulnerable users such as the young, elderly and disability groups. The 20mph initiative empowers community groups to bring forward improvements and gives local people a real influence over bringing forward improvements that benefit their local community. The approach to prioritisation and delivery has already been reviewed through the councils Equality Impact Assessment (EQiA) process. A new EQiA, specific to the 2024/25 programme has been produced for the 2024/25 programme and is attached to this report at Appendix 2.

6.5 Climate Change and Environment Implications (Key decisions only)

Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: neutral.

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

Implication 2: Low carbon transport.

Positive/neutral/negative Status: neutral.

Explanation: No positive or negative impacts identified for works listed in the report, although some of the suggested improvements may contribute positively to increased use of non-motorised transport for local trips.

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

Positive/neutral/negative Status: neutral.

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

Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: negative.

Explanation: Some projects will generate waste from shallow excavations to construct new highway features, although comparative to other programmes this is minimal due to the types of schemes being installed.

Implication 5: Water use, availability, and management:

Positive/neutral/negative Status: neutral.

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

Implication 6: Air Pollution.

Positive/neutral/negative Status: positive.

Explanation: Potential increases in air pollution because of some of the schemes listed in the report, could result in increased incidences of acceleration and deceleration in the vicinity of the new limit, however this is expected to be offset by increases in the number of people walking, cycling, or wheeling for local journeys once the 20mph limit has been introduced.

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

Positive/neutral/negative Status: neutral.

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

7. Source Documents

- 7.1 5th March 2024 ITB funding paper: Item 8 [Document.ashx \(cmis.uk.com\)](#) [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)
- 7.2 3rd October 2023 20mph Programme paper: Item 5 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)
- 7.3 12th July 2022 Traffic Management Update: Item 14 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)

8. 20mph prioritised delivery list included as a separate pdf.

Appendix B – 24/25 Equality Impact Assessment.

Ranking table for: 2024 / 2025 20mph funding initiative applications									
Total Budget					£	150,000.00			
Cumulative CCC Total					£	150,000.00			
Financial year application (23/24 or 24/25)	Applicant Name	District Area	Parish/Ward	Population	Road Name(s) / Location	Estimated Project Cost (£)	Cumulative Cost Total (£)	Application Score (Moderation)	Ranking (Green = Funded)
24/25	Waterbeach Parish Council	South	Waterbeach	5258	Village wide	£ 27,000.00	£ 27,000.00	35	1
24/25	Stow Cum Quay Parish Council	South	Stow-cum-Quay	501	Village wide	£ 9,000.00	£ 36,000.00	33	2
24/25	Elm Parish Council	Fenland	Elm	4500	Village wide	£ 18,000.00	£ 54,000.00	33	3
24/25	Bottisham Parish Council	East	Bottisham	2309	Village wide	£ 18,000.00	£ 72,000.00	32	4
24/25	Jenny Gellatly	Hunts	Little Paxton	4023	Village wide	£ 27,000.00	£ 99,000.00	30	5
24/25	Earith Parish Council	Hunts	Earith	1280	Majority of Village	£ 15,000.00	£ 114,000.00	29	6
24/25	Swavesey Parish Council	South	Swavesey	2603	Majority of Village	£ 18,000.00	£ 132,000.00	29	7
24/25	Malcolm Bird	South	Steeple Morden	1118	Central area of village	£ 18,000.00	£ 150,000.00	28	8
24/25	Fiona Naughton	South	Madingley	208	Village wide	£ 18,000.00	£ 168,000.00	28	9
24/25	Waresley cum Tetworth Parish Council	Hunts	Waresley	240	Manor Farm Road & Vicarage Road, first part of Gransden Lane	£ 9,000.00	£ 177,000.00	28	10
24/25	John Attrill	East	Wilburton	1558	Through the entirety of Wilburton	£ 18,000.00	£ 195,000.00	27	11
24/25	West Wrattling Parish Council	South	West Wrattling	489	Village wide	£ 18,000.00	£ 213,000.00	26	12
24/25	Great Paxton Parish Council	Hunts	Great Paxton	1016	Majority of village. High Street B1043	£ 18,000.00	£ 231,000.00	26	13
24/25	Sarah Button	Hunts	Alconbury	1537	Village wide	£ 18,000.00	£ 249,000.00	26	14
24/25	Claire Michel	South	Comberton	2327	Village wide	£ 18,000.00	£ 267,000.00	26	15
24/25	Sutton Parish Council	East	Sutton	4058	The Row, Painter Lane, West Lodge Lane, Mepal Road	£ 18,000.00	£ 285,000.00	26	16
24/25	Horningsea Parish Council	South	Horningsea	336	Northern portion of village	£ 9,000.00	£ 294,000.00	25	17
24/25	Moyra Mould	South	Rampton	373	Church End & High Street, side road of Cow Lane, King Street	£ 18,000.00	£ 312,000.00	25	18
23/24	Kim Quince (PC)	South	Harlton	579	Village wide	£ 18,000.00	£ 330,000.00	25	19
24/25	Eugene Smith	Hunts	Perry	613	Main village part of B661 and one for the whole of Chichester	£ 18,000.00	£ 348,000.00	25	20
23/24	Michael Hurcombe (PC)	Hunts	Old Hurst	257	Majority of village	£ 9,000.00	£ 357,000.00	24	21
23/24	Gt Paxton Parish Council	Hunts	Gt Paxton	1007	Majority of village	£ 18,000.00	£ 375,000.00	24	22
24/25	Foxton Parish Council	South	Foxton	1276	Village wide	£ 18,000.00	£ 393,000.00	24	23
24/25	Kimbolton & Stonely Parish Council	Hunts	Kimbolton and Stonely	3000	Village wide applicable areas	£ 27,000.00	£ 420,000.00	24	24
24/25	Leverington Parish Council	Fenland	Leverington	3485	From the Sports and Social Club on Church Road, up to the school.	£ 9,000.00	£ 429,000.00	24	25
23/24	Lt Paxton Parish Council	Hunts	Lt Paxton	4023	Village wide	£ 27,000.00	£ 456,000.00	24	26
24/25	Newton-in-the-Isle Parish Council	Fenland	Newton-in-the-isle	760	Village wide	£ 9,000.00	£ 465,000.00	23	27
24/25	Samantha Sharp	Hunts	Abbotts Ripton	244	Current 30mph zone	£ 18,000.00	£ 483,000.00	22	28
24/25	Thriplow and Heathfield Parish Council	South	Thriplow	1200	Main entrance to Thriplow Village, Gravel Pit Hill.	£ 18,000.00	£ 501,000.00	22	29
23/24	Witchford Parish Council	East	Witchford	2287	Majority of village	£ 27,000.00	£ 528,000.00	22	30
24/25	Over Parish Council	South	Over	2300	Station Road, Willingham Road and New Road onto West Road/Longstanton	£ 18,000.00	£ 546,000.00	22	31
24/25	Sawston Parish Council	South	Sawston	8000	Church Lane, Sawston, Mill Lane, New Road and Church Lane	£ 27,000.00	£ 573,000.00	22	32
23/24	Wicken Parish Council	East	Wicken	60	Village wide (for hamlet of Upware)	£ 18,000.00	£ 591,000.00	21	33
24/25	Barbara Webb	South	Bartlow	84	Camps Road, Barlow Road South Dean Road West and East	£ 5,000.00	£ 596,000.00	21	34
23/24	Cllr Simon Foulds	Hunts	Brington and Molesworth	347	Village wide	£ 5,000.00	£ 601,000.00	21	35
24/25	Pampisford Parish Council	South	Pampisford	357	Village wide	£ 18,000.00	£ 619,000.00	21	36
23/24	Laurence Kelly (PC)	South	Caxton	616	Ermine Street, Gransden Road and St Peters Road)	£ 5,000.00	£ 624,000.00	21	37
24/25	Castle Camps Parish Council	South	Castle Camps	644	4 intersecting roads in the village	£ 9,000.00	£ 633,000.00	21	38
24/25	David R Walker	South	Landbeach	656	Village wide	£ 9,000.00	£ 642,000.00	21	39
24/25	Fen Ditton Parish Council	South	Fen Ditton	727	High Street/High Ditch Road and the B1047	£ 9,000.00	£ 651,000.00	21	40
23/24	Cllr Delamare-Lyon	South	Longstanton	3050	Village wide	£ 18,000.00	£ 669,000.00	21	41
24/25	Carla Walker	South	Barhill	4000	Internal roads from Perimeter Road	£ 27,000.00	£ 696,000.00	21	42
23/24	Cllr Simone Taylor	Hunts	Eynesbury	33517	Majority of village	£ 27,000.00	£ 723,000.00	21	43
24/25	Jack Bolton	Hunts	Little Gidding	330	Church lane to Little Gidding from Hamerton Road junction	£ 18,000.00	£ 741,000.00	20	44
24/25	Arrington Parish Council	South	Arrington	379	Church End	£ 9,000.00	£ 750,000.00	20	45
24/25	Emma Darbyshire	South	Toft	572	High Street, Brookside, Church Road, Mill Lane, and Miller's Road.	£ 9,000.00	£ 759,000.00	20	46
24/25	Andrew Martin	South	Barton	850	Comberton to the edge of the village	£ 18,000.00	£ 777,000.00	20	47
24/25	Jessica Ward	South	Harston	1821	Village wide	£ 18,000.00	£ 795,000.00	20	48
23/24	Croxton Parish Council	South	Croxton	165	North end of Abbotsley Road. The entire length of High Street.	£ 12,000.00	£ 807,000.00	19	49

24/25	Tim Ward	Hunts	Pidley-cum-Fenton	421	High Street, Oldhurst Road, Warboys Road, Fen Road.	£ 18,000.00	£ 825,000.00	19	50
24/25	Little Abington Parish Council	South	Little Abington	492	High Street, Church Lane, Bourn Bridge	£ 9,000.00	£ 834,000.00	19	51
24/25	Milton Parish Council	South	Milton	4679	The 3 entrances to Milton	£ 27,000.00	£ 861,000.00	19	52
24/25	Paul Wheeler	South	Kingston	150	Church Lane, The Green and Bourn Road	£ 18,000.00	£ 879,000.00	18	53
24/25	Arrington Parish Council	South	Arrington	379	Clifden Close	£ 9,000.00	£ 888,000.00	18	54
24/25	Hemingford Abbots Parish Council	Hunts	Hemingford Abbots	635	New Road	£ 9,000.00	£ 897,000.00	18	55
23/24	Thriplow and Heathfield Parish Council	South	Thriplow and Heathfield	1160	Village wide	£ 18,000.00	£ 915,000.00	18	56
24/25	Kim Pearson	South	Balsham	1562	High Street, West Wratting Road	£ 18,000.00	£ 933,000.00	18	57
24/25	Nicola Webster	South	Graveley	167	Village wide	£ 9,000.00	£ 942,000.00	17	58
23/24	Cllr Alex Bulat	Cambridge	Abbey	500	Barnwell Road (by the Galfrid School entrance)	£ 5,000.00	£ 947,000.00	17	59
23/24	Isleham Parish Council	East	Isleham	2441	Beck Road, Church Street, Pound Lane / Prickwillow Road. Mill Street from the junction with Fordham Road.	£ 18,000.00	£ 965,000.00	17	60
24/25	Samantha Sharp	Hunts	Kings Ripton	145	Over current 30mp zone	£ 9,000.00	£ 974,000.00	16	61
23/24	Nick Wright	South	Connington	155	Majority of village	£ 12,000.00	£ 986,000.00	16	62
24/25	Carl Stretton	Hunts	Glatton	290	Sawtry Road and on the B660 Infield Road and Glatton Ways	£ 9,000.00	£ 995,000.00	16	63
24/25	Catworth Parish Council	Hunts	Catworth	372	Church Rd and Church End, Catworth	£ 9,000.00	£ 1,004,000.00	16	64
24/25	Tim Hegan	South	Elsworth	724	Brockley Road, Rogues Lane and Boxworth Road	£ 18,000.00	£ 1,022,000.00	16	65
24/25	Alan Melton	Fenland	Manea	2503	Majority of village.	£ 18,000.00	£ 1,040,000.00	16	66
24/25	Keith Horgan	East	Soham	12677	Barcham Road and Eye Hill Drove	£ 27,000.00	£ 1,067,000.00	16	67
24/25	Maureen Davis	Fenland	Wimblington	100	Addison Rd into Church St then into Chapel Lane	£ 9,000.00	£ 1,076,000.00	15	68
23/24	Mark Logan	South	Hildersham	214	Length of the High St which runs through the village.	£ 12,000.00	£ 1,088,000.00	15	69
24/25	Hinxton Parish Council	South	Hinxton	315	Duxford Road, Hunts Lane	£ 9,000.00	£ 1,097,000.00	15	70
24/25	Bythorn and Keyston Parish Council	South	Bythorn and Keyston	324	Loop Road, Keyston	£ 9,000.00	£ 1,106,000.00	15	71
23/24	Chippenham Parish Council	East	Chippenham	600	New Street	£ 12,000.00	£ 1,118,000.00	15	72
23/24	Cllr Stephen Aldersley	South	Dry Drayton	649	Majority of village.	£ 18,000.00	£ 1,136,000.00	15	73
24/25	Florence Bull	Hunts	Buckworth	101	Hammerton Road and Barham Road, Church Road	£ 9,000.00	£ 1,145,000.00	14	74
24/25	Philip Harty	Hunts	Woodwalton	240	Raveley Rd, Bridge St and New Rd	£ 9,000.00	£ 1,154,000.00	14	75
23/24	Eltisley Parish Council	South	Eltisley	395	On the East side of The Green outside of The Cade.	£ 5,000.00	£ 1,159,000.00	14	76
24/25	James Bathmaker	South	Litlington	815	South Street, Litlington	£ 18,000.00	£ 1,177,000.00	14	77
23/24	Cllr Ingrid Flaubert	Cambridge	Trumpington	12393	Minor Road between Grantchester and Trumpington.	£ 12,000.00	£ 1,189,000.00	14	78
24/25	Wisbech St Mary Parish Council	Fenland	Wisbech St Mary	200	Back Road in Murrow	£ 9,000.00	£ 1,198,000.00	13	79
23/24	Cllr Rosamund Rhodes-Kemp	South	Barrington	1185	Haslingfield Road	£ 12,000.00	£ 1,210,000.00	13	80
24/25	Stapleford Parish Council	South	Stapleford	2002	Haverhill and Bury Roads	£ 18,000.00	£ 1,228,000.00	12	81
23/24	Dharmesh Parmar	South	Knapwell	100	High Street from CB23 4NR to CB23 4NP	£ 12,000.00	£ 1,240,000.00	11	82
23/24	Jane Dawe	East	Stuntney	300	Soham Road and Lower Road	£ 12,000.00	£ 1,252,000.00	11	83
24/25	Gorefield Parish Council	Fenland	Gorefield	1268	High Road Gorefield in front of the Primary School	£ 18,000.00	£ 1,270,000.00	11	84
24/25	Caldecote Parish Council	South	Caldecote	1422	Highfields, Caldecote	£ 9,000.00	£ 1,279,000.00	10	85
24/25	Doddington Parish Council	Fenland	Doddington	2373	Ingles Lane Doddington to Church Lane	£ 18,000.00	£ 1,297,000.00	9	86
24/25	Great Shelford Parish Council	South	Great Shelford	4472	Chaston Road, Birchtrees, Orchard Road and Macaulay Avenue	£ 27,000.00	£ 1,324,000.00	9	87
24/25	Mrs Donna Clarke-Brown	East	Stretham	2000	Along A10 road	£ 18,000.00	£ 1,342,000.00	8	88
23/24	Arwen Greenlaw	Cambridge	Trumpington	10,000+	Majority of Village	£ 27,000.00	£ 1,369,000.00	8	89
23/24	Wimblington and Stonea Parish Council	Fenland	Wimblington and Stonea	480	Introduced in the circular route of Thomas Eaton School.	£ 18,000.00	£ 1,387,000.00	6	90
23/24	Christopher Eldred	South	Waterbeach	780	High Street and Greenside	£ 12,000.00	£ 1,399,000.00	5	91
23/24	Cllr Alex Bulat	Cambridge	Abbey		Barnwell Road (by the Galfrid School entrance)	Scheme withdrawn - included within Cambridge 20mph project proposal.			
23/24	Cllr Elisa Meschini	Cambridge	Kings Hedges		Kings Hedges Road	Scheme withdrawn - included within Cambridge 20mph project proposal.			
23/24	Stephen Pratt	Cambridge	Qeen Ediths		Fendon Road	Scheme withdrawn - included within Cambridge 20mph project proposal.			
23/24	Bill Blake	Cambridge	Romsey		Coldhams Lane	Scheme withdrawn - included within Cambridge 20mph project proposal.			
23/24	Cllr Ingrid Flaubert	Cambridge	Trumpington		Grantchester Road	Scheme withdrawn - included within Cambridge 20mph project proposal.			
23/24	Arwen Greenlaw	Cambridge	Trumpington		Antsey Way, Foster Road, Paget Road, High Street	Scheme withdrawn - included within Cambridge 20mph project proposal.			
23/24	Natasha Pierson	Hunts	Huntingdon		Stukeley Meadows	Scheme withdrawn - included within Huntingdon 20mph project proposal.			
23/25	Natasha Pierson	Hunts	Huntingdon		Owl Way and Eagle Way	Scheme withdrawn - included within Huntingdon 20mph project proposal.			
23/24	Jacob Cooper	Hunts	Huntingdon		Hartford Road	Scheme withdrawn - included within Huntingdon 20mph project proposal.			
23/24	Natasha Pierson	Hunts	Huntingdon		American Lane	Scheme withdrawn - included within Huntingdon 20mph project proposal.			
24/25	St John's CE Primary School and Thongsley Fields Primary School	Hunts	Huntingdon		Sallowbush Rd and Butts Grove Way	Scheme withdrawn - included within Huntingdon 20mph project proposal.			

EQUALITY IMPACT ASSESSMENT - CCC644209435

Directorate: Place and Sustainability

Service: Project Delivery

Team: Design and Delivery

Your name: Michael Martin

Your job title: Senior Project Manager

Directorate: Place and Sustainability

Service: Project Delivery

Team: Design and Delivery

Your phone: 0782516992

Your email: Michael.Martin@cambridgeshire.gov.uk

Proposal being assessed: 20mph funding programme

Business plan proposal number: n/a

Key service delivery objectives and outcomes : 1.1 The existing 20mph funding initiative provides the opportunity for local groups, including Parish and Town Councils to apply for the opportunity for a review and reduction in existing traffic speed restrictions in their community that would not normally be prioritised nor entirely funded by the County Council. Unlike similar funding initiatives, this initiative does not require a financial contribution from the applicant. 1.2 The County Council originally identified £450,000 from existing capital funding streams to contribute to this process over three budget years; starting in 2022/23. Typically the county council contributes £150,000 towards each round of the 20mph initiative. This results in sufficient funding to deliver between 7 and 10 schemes countywide per cycle out of the 60 - 100 applications received annually. £150,000 has been identified and approved for delivery of new 20mph projects for the 24/25 funding round. This has been allocated from the Integrated Transport Block, further information on this can be found under Item 8 here Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com). 1.3 As the above application figures highlight, the 20mph process is popular and oversubscribed. 1.4 Applications are reviewed and scored by officers; those scores are also moderated for consistency. The Applications are then ranked by score into a prioritised list. The funding is provided to those highest scoring projects at the top of the prioritised list that are estimated to be affordably deliverable within the available budget. The process for scoring and prioritising 20mph applications mirrors the process followed in the previous round, this programme was approved by H&T Committee in October 2023, Item 5 Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com), following a cross-party Member Working Group (MWG) review. 1.5 Applicants whom do not accumulate enough of a score to be prioritised for funding have the opportunity to remain in the prioritised list for the following round of funding, or reapply with an updated application. 1.6 The

20mph programme aligns with multiple Cambridgeshire County Council objectives and ambitions contributing towards creating a greener, fairer, and more caring Cambridgeshire. 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. All schemes included in the programme have been considered against the objective of meeting the authorities Net Zero ambitions. Specific scoring criteria are related to environmental improvements such as promotion of active travel transport modes which contribute to this goal. The default delivery process is to utilise the lowest carbon option available to reduce the projects carbon impact. Ambition 2: Travel across the county is safer and more environmentally sustainable. All schemes included in the programme have been considered against the objective of improving the safety of all road users within the specific projects which make up the programme. Often a request from the local community for a 20mph limit has been driven by a local desire to improve road safety for residents and vulnerable users in their parish. Ambition 3: Health inequalities are reduced. The projects delivered through this programme contribute to improving people's health and wellbeing which is one of the key scoring / prioritisation areas, as is active travel. 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 for local journeys. Ambition 4: People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs. The projects delivered through this programme 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. A key driver is encouraging an increased uptake in active travel modes for local journeys. Ambition 5: People are helped out of poverty and income inequality. The projects delivered through this programme contribute to helping people out of poverty and income inequality as often highway improvements are targeted at active travel, or increased access to public transport for the local community through this process. 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 through this programme contribute to improved access to services, jobs, and education at a community level, especially for local journeys. Ambition 7: Children and young people have opportunities to thrive. The projects delivered through this programme contribute to improved opportunities for children and young people, often 20mph improvements are targeted around schools and leisure facilities by the local community through this process. An expected additional benefit is an increase in the amount of people walking, wheeling, and cycling for local journeys, including to / from schools, resulting in healthier outcomes, positive reductions in pollution levels around schools and built-up areas as a result.

What is the proposal: 2.1 To continue with the existing process already in place for future round of funding. 2.2 20mph webpages to be updated to provide additional information and guidance for new and returning applicants. This would include minor improvements to the layout of the current 20mph webpages on the CCC website. Changes include amendments to text, and descriptions, and additional photographs from delivered projects. 2.3 Specific guidance shall be provided to advise applicants of the required level of informal consultation required within their communities for that application to be approved for review by officers. This information will be determined through the member working group prior to issue to the public.

What information did you use to assess who would be affected by this proposal? 3.1

Customer feedback from previous funding round; and Member feedback within member working groups. And continuous improvement following change of national government guidance update "Setting local speed limits - GOV.UK (www.gov.uk)".

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

proposal?: Yes

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

Which particular employee groups/service user groups will be affected by this proposal?:

4.1 This proposal potentially impacts all residents / users in Cambridgeshire as any person can apply to the 20mph initiative process for funding. This is however a user group driven (bottom up) process which relies on individuals, parishes, towns, or community groups to actively apply for funding. 4.2 The proposal also affects the internal team which will deliver the work, although this is a continuation of existing process rather than a completely new process.

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?: Yes

What is the significance of the impact on affected persons?:5.1 The intention for the minor improvements to the specific webpages is to provide additional information and guidance for users to apply, and to potentially encourage more applicants to apply.5.2 As this is a countywide initiative, the revisions would impact those areas with known inequalities in the same way it impacts others areas within Cambridgeshire.

Category of the work being planned: Process

Research, data and /or statistical evidence:6.1 Qualitative data / feedback was used for this via a consultation with officers delivering existing programme of work; and member working group review process. All users groups were considered during the review to provide consistent information to those familiar and non familiar to applying to the process.

Consultation evidence: 7.1 Consultation on the revision to the changes to the existing process has been communicated informally, acting on the feedback received from officers and users countywide. A invitation for more feedback from applicants shall occur. The feedback from that, and any suggested proposals arising shall be presented to members at an upcoming cross party member working group.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: 8.1 Improved information to specifically advise applicants of the requirement to informally consult with their communities, and provide them tools to do so. 8.2 Intention for improved applications to be received or returning applicants with improved applications be received. Potentially resulting in increased participation from different users groups as a result.8.3 Improved informal consultation in advance to applying could contribute to reducing barriers to projects delivery; including the potential of reducing the quantity of objections to proposals at formal consultation for the Traffic Regulation Orders.8.4 Protected characteristics of: Age, and Disability. There is the potential that improving the information provided on the website pages may positively impact users who aren't as confident using IT equipment as others. This is

considered more prevalent amongst the elderly and Disabled who may be less inclined to use technology or may find it difficult to do so. Officers shall remain to be contactable via telephone or email as shown on the website pages and within the online application form to assist individuals making the application. As applied in previous funding rounds: officers can make the online application on the individuals behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form.

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

9.1 The information required may increase the burden upon the applicant to seek additional approval from their community to proceed with making an application. 9.2 The demonstration and evidence of local support is a criteria that is scored on assessment of the applications. The aim is to further advise applicants of the amount of pre consultation required to proportionately satisfy the set scoring criteria. Typically, the more broadly informed and overall supportive the community by population are to proposals, the less negative impact is encountered with the delivery of the projects. 9.3 To mitigate any negative impacts to applicants the County Council will replicate the successful engagement with communities from the Local Highway Improvement programme for the 20mph funding initiative programme this year. This shall provide an opportunity for prospective applicants to engage with the highway officers prior to applying. This will firstly be by a expression of interest survey, sent from the highway officer team, where we invite all parties to inform the team if they are interested or intend to apply for 20mph funding. This would be followed up by at least one question and answer session between applicants and officers. 9.4 The County Council will provide improved and additional information on the website pages about what is required from the applicant to satisfy the scoring criteria. This will include minimum requirement of undertaking an informal consultation with the residents etc in the area to demonstrate positive support for a prospective 20mph restriction being implemented in their community.

How will the process of change be managed?: 10.1 Because the improvements and changes are minor: stakeholders will be updated regarding the improvements and changes via email in first instance. Advice for applicants on the website pages shall be reviewed and improved to reflect this. 10.2 A Q&A training and interactive session on the changes will be offered between users and officers. 10.3 A survey shall be sent to the attendants to that session to seek feedback.

How will the impacts during the change process be monitored and improvements made (where required)?: 11.1 Drop in sessions with users at the start of the changed applications process shall occur. A repeat will be offered part way through the application process as well with aim to pick up any arising issues / questions and address them. 11.2 Communications with the member working group would enable information to be fed directly to the team from prospective applicants also.

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
12.1 Due to alterations being considered minor, the negative outcome is considered negligible.	Age, Disability	Low	13.1 Should a situation arise where there are issues with the application being made the programme lead can be contacted directly to advise. If required, the officer (or their delegate) can make the online application on the individual's behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form.	Lead Officer	10/01/2025

Head of service: Joshua Rutherford

Head of service email: joshua.rutherford@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

St Ives and Fulbourn 20mph Zone and Speed Limit Schemes

To: Highways and Transport Committee.

Meeting Date: 1 October 2024

From: Executive Director of Place and Sustainability

Electoral division(s): St Ives South, Needingworth and Fulbourn

Key decision: No

Forward Plan ref: N/A

Executive Summary: The purpose of this report is to determine the received objections and representations regarding the proposed installation of a 20mph zone in the southern half of St Ives and the 20mph speed limit and 40mph buffer zones in Fulbourn.

Recommendation: The Committee is recommended to:

- a) Determine the formal objections to the St Ives South and Needingworth Speed Limit Order without holding a public inquiry, and for the reasons set out in the report and Appendix 4 (Statement of Reasons), approve the proposed speed limits as advertised;
- b) Inform the objectors to the St Ives South and Needingworth Speed Limit Order accordingly;
- c) Determine the formal objections to the Fulbourn Speed Limit Order without holding a public inquiry, and for the reasons set out in the report and Appendix 8 (Statement of Reasons), approve the proposed speed limits as advertised; and
- d) Inform the objectors to the Fulbourn Speed Limit Order accordingly.

Officer contact:

Name: Sonia Hansen
Post: Traffic Manager – Transport Strategy & Network Management
Email: Sonia.Hansen@cambridgeshire.gov.uk
Tel: 0345 045 5212

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.

A study carried out by Imperial College London, regarding 20mph zones in London, showed that whilst such 20mph schemes had no net negative impact on exhaust emissions (compared with areas subject to 30mph speed limits), vehicles tended to move more smoothly, with fewer accelerations and decelerations. This driving style reduces particulate emissions from tyre and brake wear, which represents a significant cause of air pollution from vehicles (see 6.1.c and 6.2.c).

- 1.2 Ambition 2: Travel across the county is safer and more environmentally sustainable.
- Lower traffic speeds can lessen the likelihood of collisions occurring and can lessen the severity of any such collisions, should they occur.
 - Lower traffic speeds can encourage the uptake of walking, cycling and other sustainable modes of travel.
 - Health inequalities are reduced.
 - Reduced particulate emissions, through smoother driving, can benefit those with respiratory illnesses.
 - Lower vehicle speeds can have a positive impact on road safety for vulnerable road users e.g. can help those with decreased mobility to cross the road safely.
- 1.3 Ambition 7: Children and young people have opportunities to thrive.
- Lower traffic speeds, particularly near schools, can have a positive impact on road safety for vulnerable road users, such as children.
 - Lower vehicle speeds and the associated benefits to road safety can help support child independence by encouraging sustainable modes of travel (cycling and walking) to and from school.
 - Lower vehicle speeds and the associated benefits to road safety can also support safe access to play areas and green spaces.

2 Background

- 2.1 St Ives is one of Cambridgeshire's market towns, located in the east of Huntingdonshire approximately 4.5 miles east of Huntingdon town centre and approximately 12 miles northwest of Cambridge city centre. The A1123, a busy cross-county A-road linking Huntingdon with Soham, serves as the main thoroughfare through the town (which bisects the town latitudinally), although the town also has links to the A14, one of England's major trunk roads, which is used extensively by traffic looking to access Cambridge City, via the A1096 and thus the A1307, as set out in Appendix 1.
- 2.2 The proposal is to implement a 20mph zone within the southern half of the town, as set out in Appendix 2, which expands on the pre-existing zone within the town centre. The affected roads are predominantly residential in nature with attributes that support the implementation of such a speed limit (e.g. physically narrow or artificially narrowed due to on-street parking).

- 2.3 The proposal includes the installation of a 20mph speed limit on Stanpoint Way, a small cul-de-sac to the south of St Audrey's Lane, as it cannot be included in the proposed 20mph zone.
- 2.4 Three of the roads included in the proposals are heavily utilised by motorists looking to access either the town centre or to bypass traffic on the A1123 / A1096 (St Audrey Lane / Harrison Way respectively). However, as above, these roads also possess attributes that support such a limit. The roads in question are that of Ramsey Road, Pig Lane/Broad Leas and Needingworth Road of which:
- Ramsey Road is host to a primary school, where it is currently subject to a 20mph limit during school drop-off/pick-up times.
 - Pig Lane/Broad Leas is host to an 'Infant & Nursery School', which has a system of speed cushions and raised tables covering its frontage.
 - Needingworth Road has a system of speed cushions and road narrowing along the northern half and its southern half is restricted by on-street parking. Often resulting in one-way give and take traffic. It also hosts a nursery, mosque and church.
- 2.5 20mph speed limits improve road safety and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution.
- 2.6 Prior to the statutory consultation being undertaken, the town council advertised several surveys to ascertain the level of local support. The original survey showed a majority support for 20mph zones, so a secondary survey was carried out to clarify whether residents wanted the zone to include the entire town or just the area south of St Audrey's Lane.
- 2.7 The secondary survey yielded 364 responses (68 paper responses and 296 online responses via the Survey Monkey platform), of which the results of the whole town zone were: 41.9% - Yes, 14.1% - Not Sure and 44% - No, whilst the results of a south of St Audrey's Lane zone were: 61.6% - Yes, 8.8% - Not Sure and 29.6% - No.
- 2.8 Further details regarding the surveys are outlined in the minutes of the meeting of St Ives Town Council held on the 11 of October 2023.
- 2.9 The Fulbourn scheme, as a successful application from the 2023/24 20mph funding initiative round, involves the introduction of a 20mph speed limit zone on all residential roads within the built-up part of Fulbourn, except for lengths of road on the edge of the village where 30mph and 40mph limits will be retained or new ones introduced. These include Balsham Road (new 40mph buffer), Cambridge Road (new 40mph buffer), Hinton Road (existing 30mph), Shelford Road (existing 40mph), Teversham Road (existing 40mph) and Wilbraham Road (new 40mph buffer). The proposed 40mph limits are designed to provide a smoother transition between the national speed limit (60mph for cars) and the proposed 20mph limit. A scheme drawing is attached at Appendix 5 to this report.
- 2.10 Funding for the proposed 20mph limit was applied for by The Fulbourn forum community group, with support from Fulbourn Parish Council, and after consulting the local member. The application was made following positive informal consultation with its constituents and, once funding had been secured, input from said constituents was sought to help influence

the scheme's design. The informal consultation involved consultation with members of the local primary school and opinion polls circulated via the local newsletter (the Mill Community magazine). In total 322 people were in favour of the application being made.

- 2.11 An informal consultation exercise with residents and other interested parties was then undertaken to obtain local feedback and support of the proposed scheme prior to proceeding to the statutory process. The project engineer met with the local member and parties from the Fulbourn Forum in December 2023 to discuss the design, which led to a further revision.

3 Main Issues

- 3.1 The Speed Limit Order (SLO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals, citing their reasons, in writing within a twenty-one-day notice period.

St Ives South and Needingworth Speed Limit Order

- 3.2 The St Ives South and Needingworth Speed Limit Order was advertised in the Hunts Post on 3 April 2024 and the statutory consultation period ran from 3 April 2024 to 24 April 2024 – statutory consultees, councillors and town council were however informed of the proposals on 21 March 2024.
- 3.3 The statutory consultees were engaged, including the police and the emergency services. The police provided the following comments, but overall offered no objection. No comments were received from the other emergency services.

'With regards to 20mph speed limits, the NPCC guidance on police enforcement of 20mph schemes reads;

The National Police Chiefs Council maintain the view regarding 20mph speed restrictions that these are not supported unless current mean speeds on the affected roads are 24mph or less OR said proposals are accompanied by physical measures to render those restrictions self-enforcing. On the affected road(s) reliance should not be placed on police, being the enforcement agency, to conduct specific, targeted, or routine enforcement activity to achieve compliance unless specifically and locally agreed. Such agreement is not, at this time in place, in as far as this proposal is concerned.

The DfT guidance document 'Setting Local Speed Limits goes on to support this with: 89. Successful 20mph zones and 20mph speed limits are generally self-enforcing: that is, the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance, there should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed.

The police understand and support the overall strategy in implementing a 20mph speed limit zone on roads in St Ives. Evidence supports a lower speed can lead to less collisions and in the event of a collision, less significant injuries.

However certain roads have a primary purpose to facilitate the movement of traffic and as a result may well require a review as for the placement of physical traffic calming measures to support the designed terminal and repeater signage.

As a result of a lowering of a speed limit there also may well be concerns raised by residents and road users about speed compliance potentially creating requests for enforcement.

In addition, there could well be issues on some of the roads in this proposal relating to speed perception and divergence (with evidence of risk behaviours such as tailgating and inappropriate overtaking) creating a higher propensity of incidents and collisions, something a lower speed limit is trying to minimise.

- 3.4 Notwithstanding this on behalf of the Chief Officer, the Police offer no objection.'
- 3.5 County Councillor Kevin Reynolds and District Councillors Catherine McIntyre Gleadow and Nic Wells were consulted. Councillor Reynolds commented that he was not completely behind the scheme and wished to wait and see how things progressed. No comments were received from the other councillors.
- 3.6 The statutory consultation resulted in a total of 35 representations, of which; 14 wholly objected (to the making of the speed limit Order), 1 was neutral, 4 were partly supportive and 16 were wholly supportive. The salient points of the received representations are outlined in the table in Appendix 3, as are the officer responses. It is to be noted that, the partly supportive representations typically requested additional measures, which are outside the scope of the project, such as the addition of parking restrictions near St Ivo Academy (to address obstructive parking) and/or a reduction of the speed limit on other nearby roads.

Fulbourn Speed Limit Order

- 3.7 The Fulbourn Speed Limit Order was published in the Cambridge News on 13 March 2024 and the statutory objection period ran until 8 April 2024. Relevant documentation was available on the Council's website.
- 3.8 The statutory process resulted in the receipt of a total of 136 written representations, which included 17 objections (13 wholly object and 4 partly object), 114 offering support (96 wholly support and 18 partly support) and 5 neutral responses. The main issues raised have been summarised in the table in Appendix 6 to this report, with the officer responses also given in the table.
- 3.9 In addition, Cambridgeshire Police submitted a formal response, attached at Appendix 7. The main points raised by the traffic management officer, are that the police understand and support the overall strategy of implementing a 20mph speed limit in Fulbourn. However, there are a number of roads within Fulbourn where the police have concerns relating to speed compliance without any supportive traffic calming measures due to their alignment and environment.

- 3.10 The officer's response to the police's comments is that their concerns about noncompliance in some roads are noted. It is accepted that the police are unable to provide a significant level of enforcement attention to 20mph speed limits. Roads on the periphery of Fulbourn that are less built-up have been excluded from the 20mph limit for that reason.
- 3.11 Within the village it is considered that it is important to apply a consistent speed limit to aid driver understanding and limit street furniture. Post-implementation, it may be possible to consider traffic calming measures to target those stretches of road where compliance with the 20mph limit is low.

4 Conclusion and reasons for recommendations

- 4.1 The proposed St Ives 20mph zone encapsulates the southern half of the town leaving the main thoroughfare (St Audrey's Lane) as being 30mph. The zone serves as an expansion of the existing 20mph zone within the town centre, on roads that are predominantly residential in nature, with the busiest roads within the zone featuring characteristics that help justify a lower speed limit. For example:
- Ramsey Road is host to a primary school, where it is currently subject to a 20mph limit during school drop-off/pick-up times. A green space / play area is located opposite the school and the road serves as the primary access to the town's leisure centre.
 - Pig Lane/Broad Leas is host to an 'Infant & Nursery School', which has a system of speed cushions and raised tables covering its frontage.
 - Needingworth Road is used as a 'rat-run' to avoid traffic around the outskirts of the town, however, it has traffic calming features along the northern half and the southern half is narrowed by parked vehicles (often resulting in one-way give and take traffic). It also hosts a (small) nursery and various religious buildings.
- 4.2 Despite the limited response rate to the statutory consultation, more supportive representations were received than objections, which aligns with the results of the town council's informal consultation.
- 4.3 It is acknowledged that opinions vary on 20mph speed limits. Some people strongly support them, whilst others are opposed. In the case of Fulbourn, there is some opposition, but there is strong local support for a 20mph limit.
- 4.4 20mph limits are widely used to encourage drivers to travel at lower speeds, particularly in residential areas where it is common for more vulnerable road users to be present. In addition, there are likely to be higher numbers of pedestrians and cyclists, who will feel safer and more confident if motorised vehicles are travelling at reduced speeds. 20mph speed limits represent a relatively cost-effective way to improve road safety and encourage more sustainable modes of transport.

5 Significant Implications

5.1 Finance Implications

The necessary resources have been secured through the 20mph funding programme.

5.2 Legal Implications

The statutory legal processes relating to the processing of Traffic Regulation and Speed Limit Orders have been followed.

5.3 Risk Implications

There are no significant risks arising from the proposed recommendations in this report.

5.4 Equality and Diversity Implications

A consistent approach is taken when assessing proposals. Many of the schemes will improve road safety for vulnerable users such as the young, elderly and disability groups. The 20mph process empowers community groups to have an influence on setting speeds in their own communities and gives local people a real influence over bringing forward improvements that benefit them. The new approach to prioritisation and delivery has also been reviewed through the councils Equality Impact Assessment (EQIA), attached at Appendix 9.

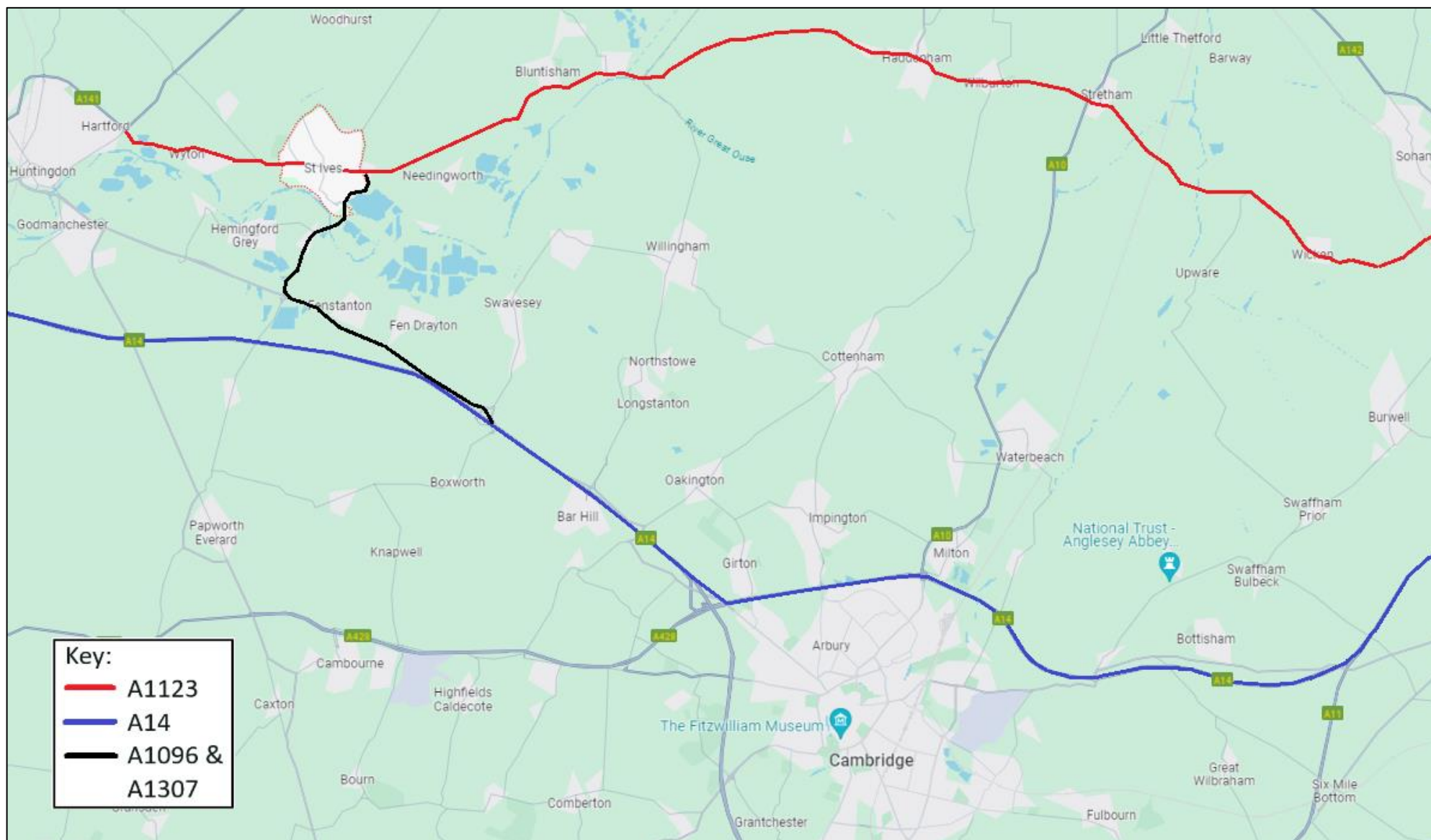
The following bullet points set out details of significant implications identified by officers:

- 20mph schemes can have a positive impact on vulnerable road users such as children, those living with a disability and the elderly.

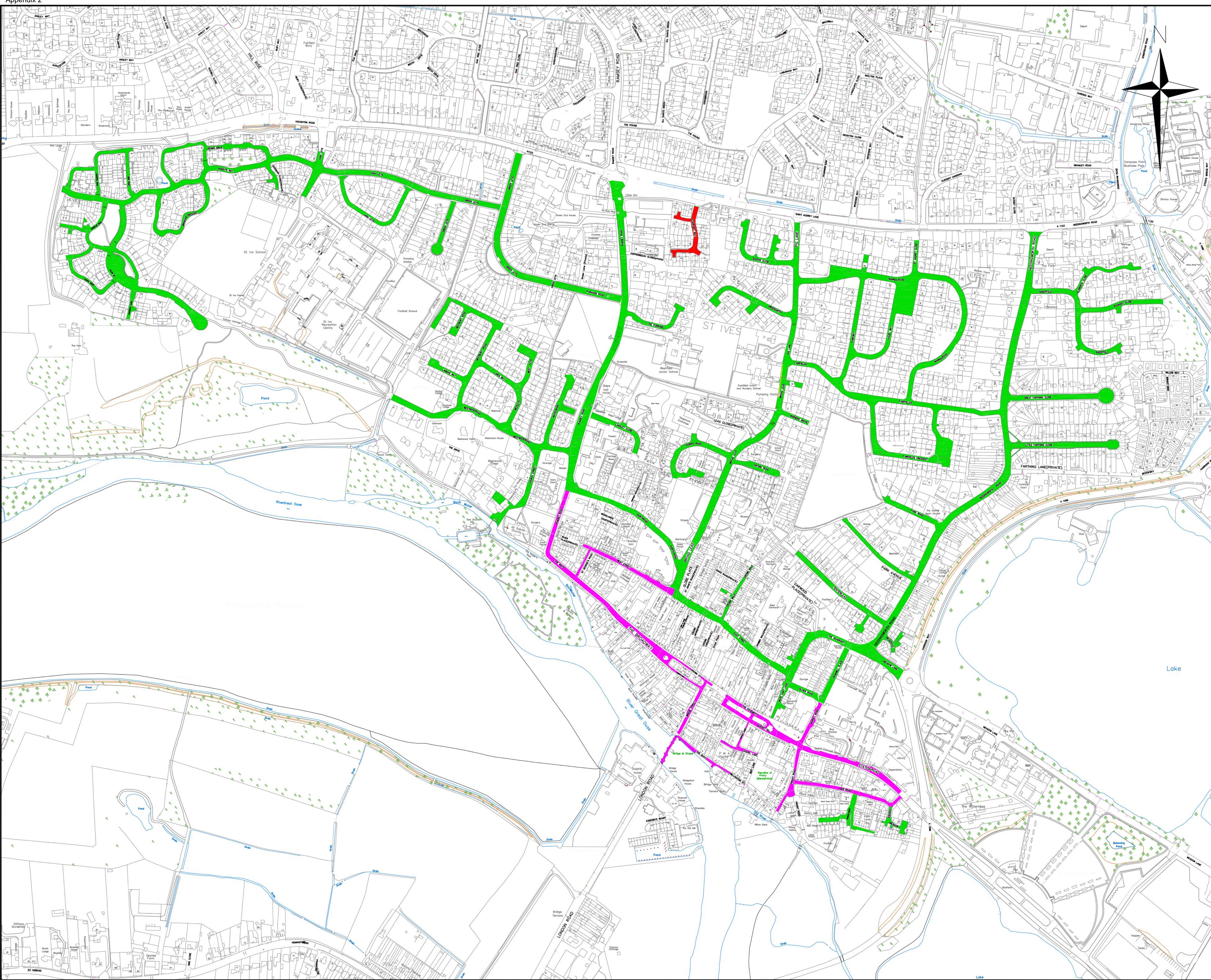
6. Source Documents

- 6.1 Copies of the written representations (redacted) received during the consultation period are available upon request from the Policy & Regulation team.
(policyandregulation@cambridgeshire.gov.uk)
- 6.2 Copies of the consultation documents (public notice, plans and Statement of the Council's Reasons for proposing the Order) are available at [Public Consultation \(appyway.com\)](http://Public Consultation (appyway.com)) & available upon request from the Policy & Regulation team.
- 6.3 [London Assembly: Question & Answer – 20mph Speed Limit and Air Pollution](#)
- 6.4 [St Ives Town Council 20mph Zone Informal Survey Results](#)

Appendix 1:



Google Maps (2024). St Ives, relative to Huntingdon and Cambridge. Available at: [St Ives - Google Maps](#) (Accessed: 8th April 2024)



Notes

PROPOSED 20MPH ZONE

PROPOSED 20MPH LIMIT

EXISTING 20MPH ZONE

THE PROPOSED 20MPH BOUNDARY WILL BE SUBJECT TO FORMAL CONSULTATION

UNSHADED ROADS ARE PRIVATE ROADS OR MAJOR ROADS AND NOT INCLUDED IN THE PROPOSED 20MPH ZONE

Date	Rev	Description

DRAFT

Cambridgeshire County Council

Project			
ST IVES 20 MPH ZONE-PHASE 2 ALL			
Title			
General Arrangement Proposed 20 Extents Draft Format			
Scale	Drawn	Checked	Date
NTS	DN	JR	

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Drawing number	Rev
STIV_20MPH_ GA 001	C

Appendix 3:

No	Point made	Officer response
Points made in objection to the scheme.		
1	Waste of money. Money should be spent on fixing the roads, park improvements, pedestrianisation of Bridge Street and Market Square and any number of more important issues that residents care about.	As noted in 2.4 of the report, 20mph speed limits improve road safety and can have quality of life and community benefits. Funding has been secured through the 20mph funding programme, which is a ring-fenced budget. Please note, Bridge Street is already pedestrian zone.
2	There has been no evidence of accidents to justify a speed limit reduction.	Collision data shows multiple collisions having taken place in the area since 2017 (Cambridgeshire road traffic collision data can be viewed online at Cambridgeshire & Peterborough Insight – Road Traffic Collision Data). Irrespective of this, as noted in 2.4, 20mph speed limits improve road safety, which can encourage the uptake of more sustainable modes of transport, such as walking and cycling.
3	The local police will fail to enforce effectively, as with the existing speed limits in the area.	Speed limits are designed to be relatively self-enforcing. In general, there tends to be a good level of compliance with such speed limits, though traffic calming measures can be investigated if speeding is identified to be an issue.
4	This will just increase congestion.	20mph speed limits tend to promote a smoother driving style, which can benefit the movement of traffic at peak times. The lower limit can also benefit drivers in entering and exiting junctions. Note, the proposals will not affect the speed limit on the main road through the town (A1123 / A1096).
5	Changing all these roads to 20mph will only serve to increase the time on people's commutes.	It is accepted that journey times may increase, but a lower limit should have a positive effect of road safety. It should however be noted that there are multiple different variables that affect journey times – typically, vehicles travel more smoothly in 20mph speed limits, with fewer

		<p>accelerations and decelerations, meaning there may only be a marginal increase.</p> <p>Certainly, when considering overall trip distances, the effect of this 20mph limit on total journey time(s) is likely to be negligible.</p>
6	The proposals will only cause frustration and rightly or wrongly, drivers will disregard the limit and continue to travel at 30mph.	The installation of traffic calming can be investigated to address this concern, should it occur.
7	Harrison Way is already a nightmare. How will it improve air quality when vehicles are unable to get out of second gear.	A lot of cars can comfortably drive at 20mph in 3 rd gear without having to depress the accelerator. Certainly, this won't apply to all vehicles, but studies show that vehicles tend to travel more smoothly, with fewer accelerations and decelerations in 20mph speed limits, which can have a positive effect of particulate emissions.
8	Clearly you are trying to get people out of cars. How do you expect elderly people to get out and about and keep fit by attending various activities if you make using cars impossible. Public transport does not get us to places we need to go.	Though the proposals seek to encourage the uptake of active modes of travel, they will not prohibit car use. Considering the road safety benefits (for all road users) associated with 20mph speed limits, the proposals should serve to benefit the elderly as they strive to keep active.
9	During peak times, roads are already gridlocked. A reduced speed limit would just exacerbate that.	In such instances, when the roads are indeed 'gridlocked' a lower speed limit would have no effect on traffic.
10	20mph limits do not increase safety. Careful drivers increase safety.	Lower speed limits decrease the braking distance of vehicles, aiding drivers if they need to brake for an unforeseen hazard.
11	20mph limits are not easy to adhere to without constantly checking the speedometer and thus taking eyes off the road.	<p>No matter the posted speed limit, the ability to travel at a constant speed and the time spent checking the speedometer should not differ. If anything, the impact of checking a speedometer increases as vehicles speeds increase – considering greater distance is travelled whilst the driver is glancing down</p> <p>As with No. 10, lower speed limits have a positive effect on road safety as decreased breaking distances aid drivers, should they need to break for an unforeseen hazard.</p>

12	<p>The argument for improving air quality is ridiculous. In a 20mph zone with parked cars, assuming everyone is adhering to the limit, journeys take twice as long due to having to wait longer for the car coming towards you to pass therefore engines are running for longer and still moving the same vehicle mass.</p> <p>I'm sure there are 'studies' which show reduced pollution in ideal scenarios but in the real world it won't match up. Somersham is a case in point, it now takes ages to drive through and the queues of cars are just sitting there for longer all with their engines running.</p>	<p>A study carried out by Imperial College London (see source 6.1.c and 6.2.c of the report), regarding 20mph zones in London, showed that whilst such 20mph schemes had no net negative impact on exhaust emissions (compared with areas subject to 30mph speed limits), vehicles tended to move more smoothly, with fewer accelerations and decelerations. This driving style reduces particulate emissions from tyre and brake wear. Note, this represents a significant cause of air pollution from zero-emission vehicles.</p> <p>With regards to the assessment of the situation in Somersham, whilst it is accepted that journey times may have increased, the claim of taking twice as long is unsubstantiated. Also, when considering overall trip distances, the effect of this 20mph limit on total journey time(s) is likely to be negligible – as would likely be the case in St Ives.</p>
Points made in support of the scheme.		
1	20mph is much safer in a residential area. It is concerning how drivers carelessly drive faster than required around the area, especially when children are out and about playing.	Accepted. 20mph speed limits improve road safety by lessening the likelihood of collisions occurring and or lessening the severity of any such collisions, should they occur.
2	Needingworth Road has become a dangerous road due to drivers using it as a short cut. Children have to cross the road to get to school, parents and young children to get to the nursery and worshippers to get to the mosque and church. A 20mph limit will make it safer for all residents and visitors to key buildings in the road.	<p>Accepted. As noted in 2.3 of the report, the road features many attributes that help justify the need for such a limit.</p> <p>Improved road safety is a key aspect of this proposal.</p>
3	A 20mph limit will discourage drivers from using residential roads like Needingworth Road, High Leys and Green Leys as rat runs.	Accepted for typical driving conditions, but not necessarily for periods of heavy traffic – as drivers will prefer driving along these residential roads at a lower speed over sitting in traffic on the main roads for an extended period of time.
4	I cycle through this area on a fairly regular basis. These proposals will make it much	Accepted. Encouraging the uptake of active mode of travel is a key aspect of this proposal.

	better for me & also encourage others to cycle & walk, particularly to the schools.	
5	Fully support this down knights way. Especially with the park. The amount of near misses I see weekly is ridiculous. We have a lot of people speeding past the park with no consideration.	Accepted. Improved road safety is a key aspect of this proposal.
6	Good, my 7-year-old was hit by a car on knights way. People drive too fast especially when there is a park with a lot of children.	Accepted. Improved road safety is a key aspect of this proposal.
7	About time too. I have witnessed many a near miss on Green Leys.	Accepted. Improved road safety is a key aspect of this proposal.
8	Hope the limit will be enforced with speed cameras and other measures.	Such speed limits are designed to be relatively self-enforcing though measures to help ensure compliance can be sought, should the limit be introduced, and concerns remain.
9	I think reducing the speed limit in certain areas is important especially near schools / children's play areas. But, if you are going to initiate it then, it needs to be policed / monitored. People don't abide by the 30mph limit at the moment, dropping it to 20mph and not monitoring it, will lead to more road rage incidents and people feeling they have to go over the limit to stop other drivers getting too close, it an attempt to make them go faster.	The 20mph limits that have been installed in the region have had a positive impact of traffic speeds. It is accepted that additional measures may be required to help ensure compliance, but these can be investigated though future schemes.
10	The cycle lane that connects the town centre to St Audrey Lane is currently unsuitable, with narrow sections and road crossings. The current width of the Ramsey Rd encourages fast driving. If the 20mph limit is implemented, I hope consideration will be given to narrowing the Ramsey Rd and also improving provisions for cycling.	<p>This can be investigated through a future scheme, however, there would likely be considerable cost implications involved.</p> <p>Note, whilst a carriageway cycle lane (or alternative) could be implemented, a dual use or shared used footway would remain the safest option for cyclists – having to stop to cross junctions / be more mindful of pedestrians is obviously the trade-off. It is however hoped that the road safety benefits of a lower speed limit would at least aid cyclists, should they elect to cycle on the carriageway.</p>

Statement of Reasons

Road Traffic Regulation Act 1984

The Local Authorities' Traffic Orders (Procedure)
(England and Wales) Regulations 1996

Name of Order:-

Cambridgeshire County Council (Various Roads, St Ives) (20mph Zone)
Order 20--

The Authority's reasons for proposing to make the above named Order(s) are as follows:-

For promoting lower vehicle speeds, improving road safety with the aim of reducing the number and severity of road traffic collisions.

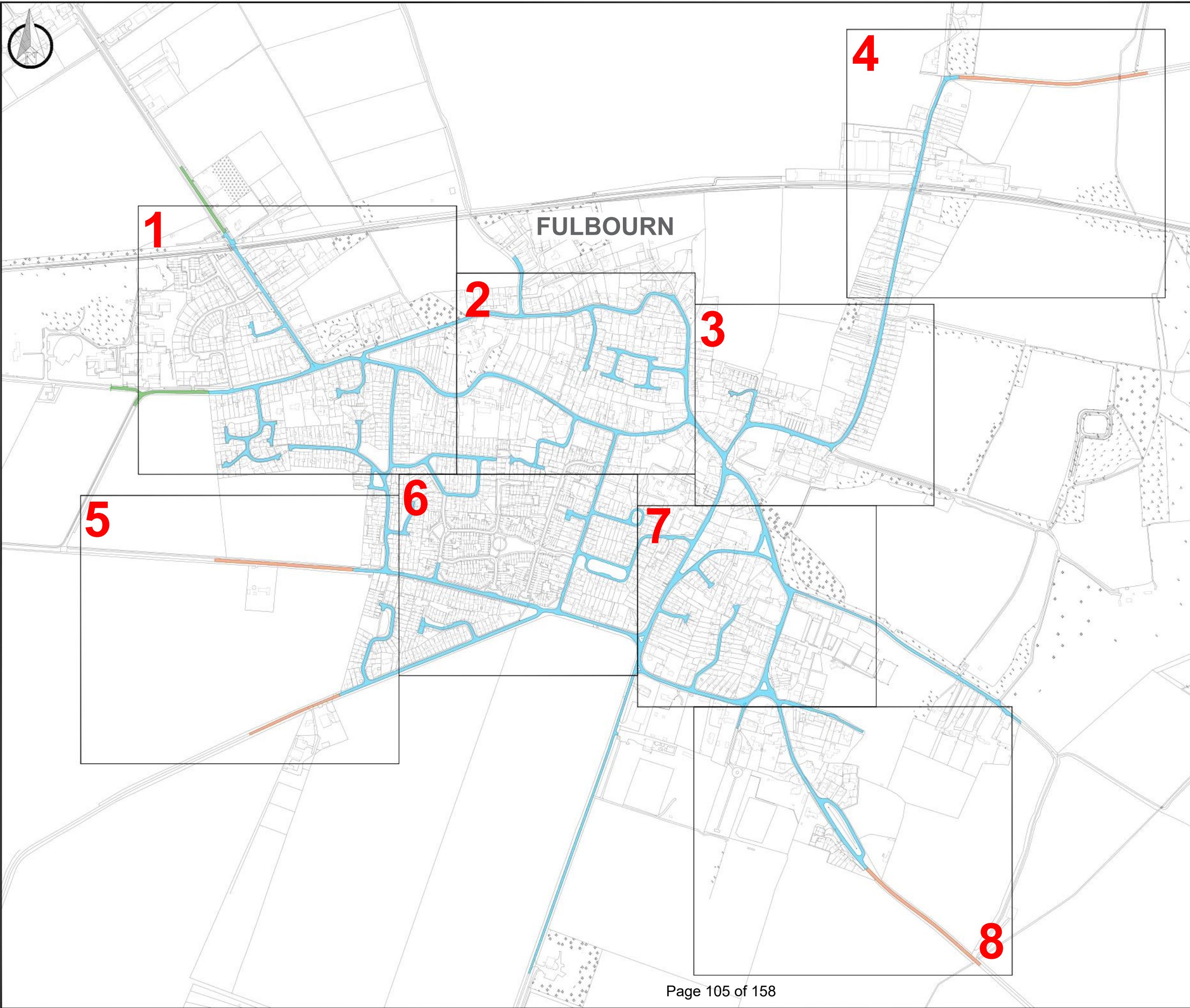
Explanatory Note:-

The proposal extends the existing town centre 20mph zone, to include most residential roads south of the A1123, whilst also implementing a 20mph speed limit on Stanpoint Way (the road is separate to all other roads so cannot be included in the zone).

The 20mph speed limit is intended to reduce traffic speeds to create a safer environment for all road users. The geometry and character of most of the roads mean that the lower speed limit is expected to be largely self-enforcing.

20mph schemes can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes such as walking and cycling. There may also be environmental benefits as driving slower at a steady pace can save fuel and reduce pollution.

For administrative reasons, it is proposed to revoke some existing speed limit orders and consolidate them into the new Order. The only material changes to on-street restrictions will be those outlined in the public notice.



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6. FOR ADDITIONAL SIGNAGE DETAILS SEE *SIGN SCHEDULE - FULBOURN 20MPH INITIATIVE*.

KEY:

- PROPOSED 20MPH LIMIT
- EXISTING / PROPOSED 40MPH BUFFER ZONE
- EXISTING 30MPH LIMIT

REGISTER:


30CPX31247-2/000/001 - GENERAL OVERVIEW

1	30CPX31247-2/1200/001 - VIEWPORT 1
2	30CPX31247-2/1200/002 - VIEWPORT 2
3	30CPX31247-2/1200/003 - VIEWPORT 3
4	30CPX31247-2/1200/004 - VIEWPORT 4
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6	30CPX31247-2/1200/006 - VIEWPORT 6
7	30CPX31247-2/1200/007 - VIEWPORT 7
8	30CPX31247-2/1200/008 - VIEWPORT 8
30CPX31247-2/1200/009 - CONSTRUCTION DETAILS	

QUANTITIES:

670-20 (600mm) YELLOW BACKED SQUARE	No.	10
670-20 (600mm) YELLOW BACKED ROUNDED	No.	3
670-20 (300mm)	No.	94
670-30 (600mm)	No.	4
670-40 (300mm)	No.	4
670-40 (600mm)	No.	12
671 (600mm)	No.	6
2402.1 GATEWAY SIGN (FULBOURN)	No.	3
76.1mm (3mm) POST GALVANISED	No.	27
ST2 FOUNDATION (0.025m³)	No.	27
1065 20MPH SPEED LIMIT ROUNDEL (4.3m)	No.	34
1065 40MPH SPEED LIMIT ROUNDEL (4.3m)	No.	1
1024 'SLOW' 1.6m ROAD MARKING	No.	4
1027.1 SCHOOL KEEP CLEAR MARKING	No.	1
DRAGONS TEETH SET (12 PAIRS)	No.	1

Date	Revised	Description
18/12/2023	A	ADJUSTMENTS TO SPEED LIMIT EXTENTS
04/01/2024	B	QUANTITIES ADJUSTMENT
16/01/2024	C	ADJUSTMENT TO SHELFORD RD BUFFER



Cambridgeshire
County Council

Project

20MPH INITIATIVE

2023 - 2024

Title

FULBOURN

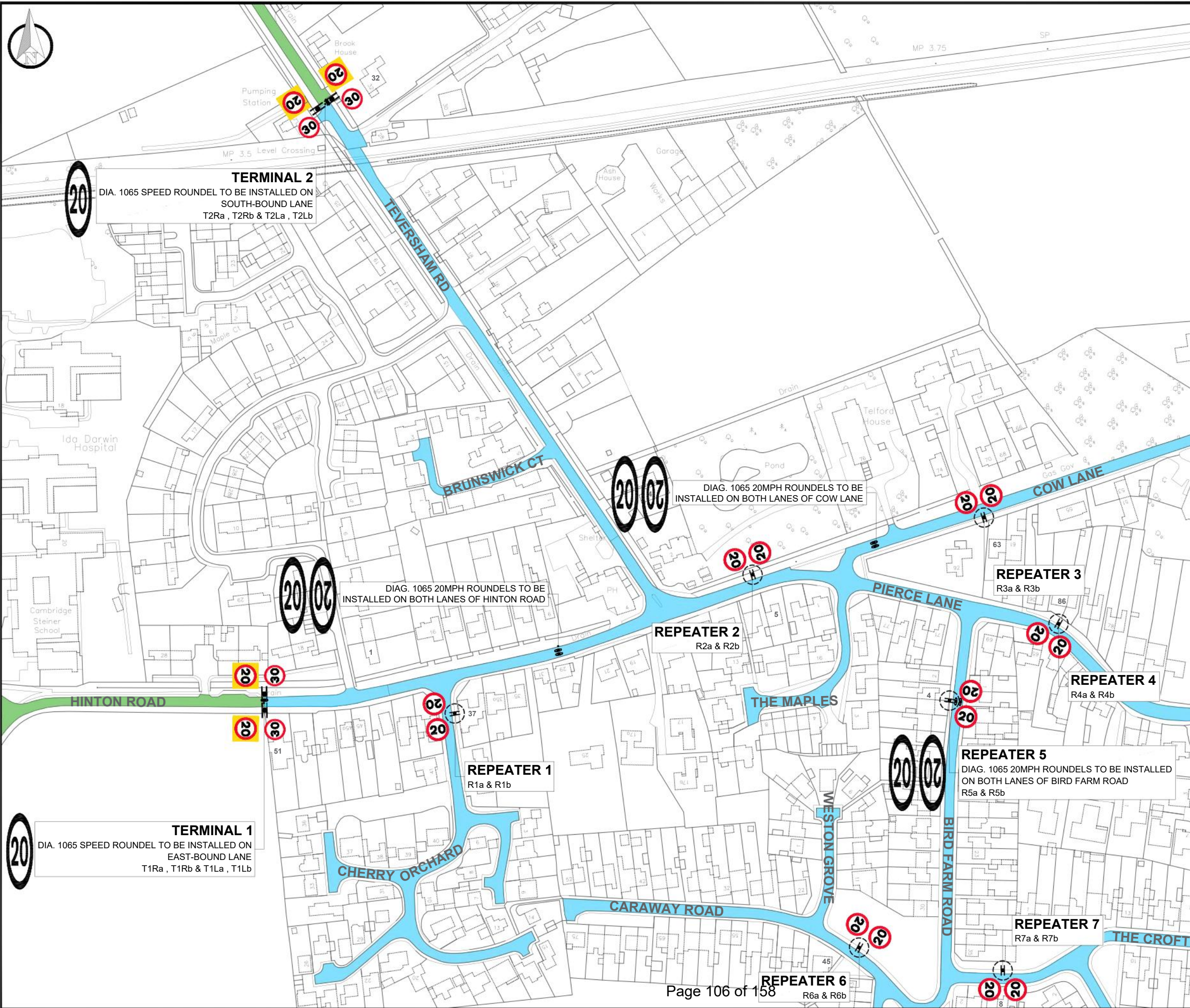
SOUTH CAMBS

GENERAL OVERVIEW

Scale	Drawn	Checked	Date
A3@1:7500	J.Longbottom	N.Fletcher	04/01/2024

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6. ANY REMOVAL OF ROAD MARKINGS TO BE UNDERTAKEN USING HOT COMPRESSED AIR METHOD.
7. FOR ADDITIONAL SIGNAGE DETAILS SEE SIGN SCHEDULE - FULBOURN 20MPH INITIATIVE.

KEY:

- PROPOSED 20MPH LIMIT
- EXISTING 30MPH LIMIT
- EXISTING SIGNAGE
- EXISTING SIGNAGE TO BE REMOVED
- PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON NEW POST
- PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON EXISTING LAMP COLUMN

DRAFT

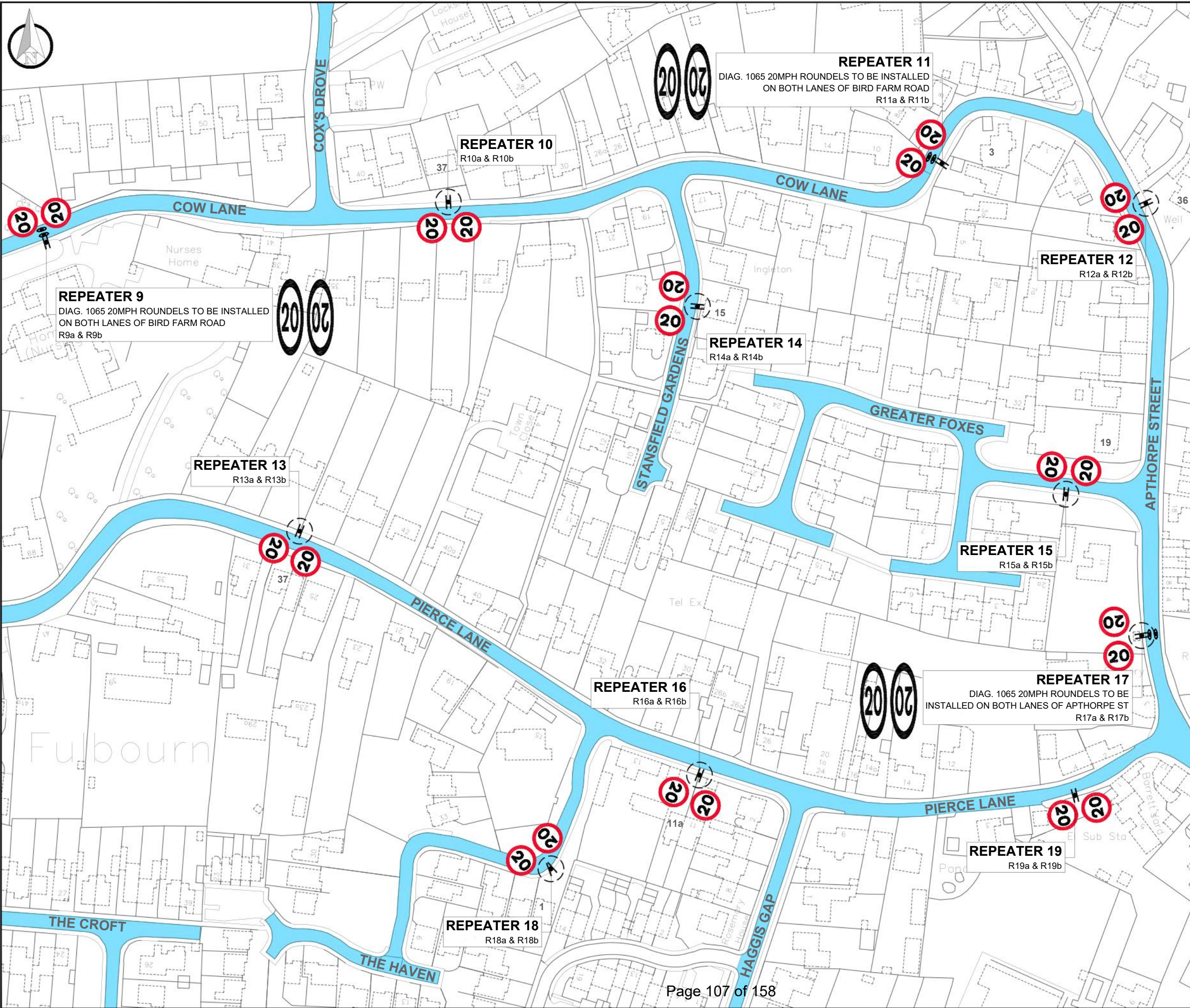
Date	Revised	Description
18/12/2023	A	ADJUSTMENTS TO SPEED LIMIT EXTENTS
04/01/2024	B	ADDITIONAL ROAD MARKING ROUNDLS

**Cambridgeshire
County Council**

Project	20MPH INITIATIVE 2023 - 2024		
Title	FULBOURN SOUTH CAMBS VIEWPORT 1		
Scale	Drawn	Checked	Date
A3@1:1500	J.Longbottom	N.Fletcher	04/01/2024

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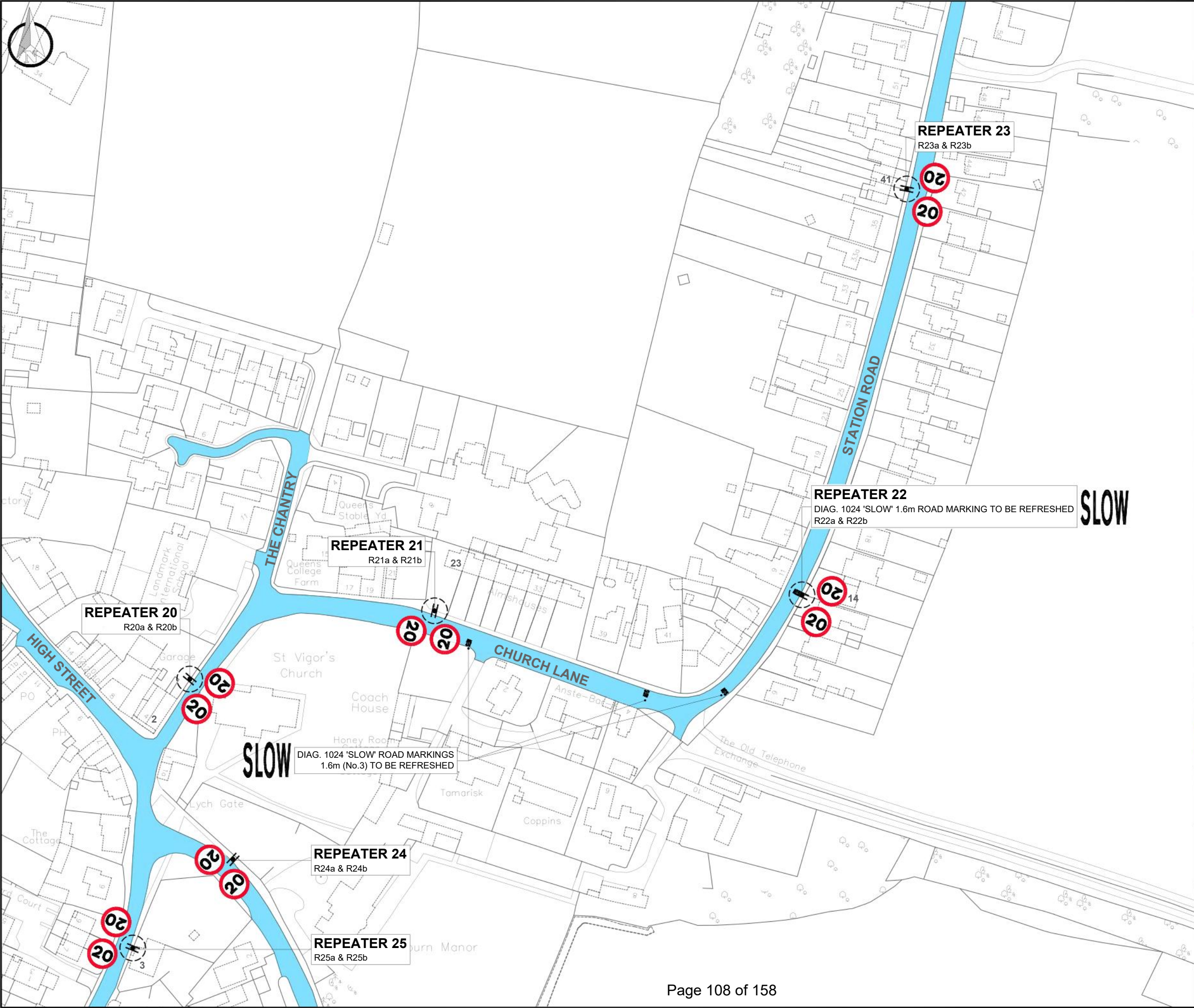
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- KEY:**
- PROPOSED 20MPH LIMIT
 - EXISTING SIGNAGE
 - EXISTING SIGNAGE TO BE REMOVED
 - PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON NEW POST
 - PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON EXISTING LAMP COLUMN

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Date	Revised	Description
04/01/2024	A	ADDITIONAL ROAD MARKING ROUNDELS

Cambridgeshire County Council

Project			
20MPH INITIATIVE 2023 - 2024			
Title			
FULBOURN SOUTH CAMBS VIEWPORT 2			
Scale	Drawn	Checked	Date
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 7. FOR ADDITIONAL SIGNAGE DETAILS SEE **SIGN SCHEDULE - FULBOURN 20MPH INITIATIVE**.

KEY:

	PROPOSED 20MPH LIMIT
	EXISTING SIGNAGE
	EXISTING SIGNAGE TO BE REMOVED
	PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON NEW POST
	PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON EXISTING LAMP COLUMN

Date	Revised	Description



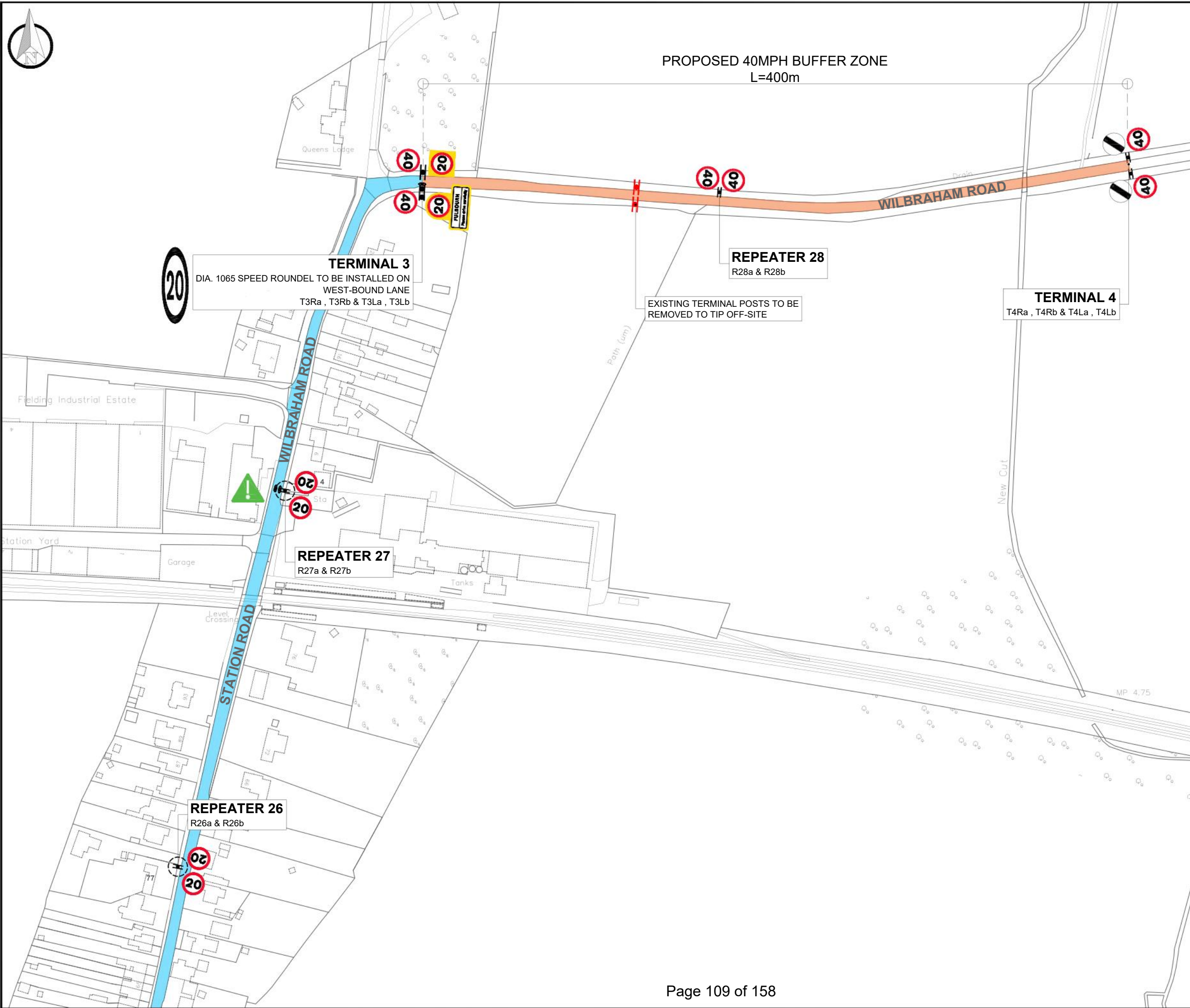
Project	20MPH INITIATIVE 2023 - 2024
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Title	FULBOURN SOUTH CAMBS VIEWPORT 3
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7. FOR ADDITIONAL SIGNAGE DETAILS SEE **SIGN SCHEDULE - FULBOURN 20MPH INITIATIVE**.

KEY:

- PROPOSED 20MPH LIMIT
- PROPOSED 40MPH BUFFER ZONE
- EXISTING SIGNAGE
- EXISTING SIGNAGE TO BE REMOVED
- PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON NEW POST
- PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON EXISTING LAMP COLUMN
- VEGETATION CLEARANCE REQUIRED AT PROPOSED REPEATER - AREA OF 3m x 2m

DRAFT

Date	Revised	Description
18/12/2023	A	ADJUSTMENTS TO SPEED LIMIT EXTENTS

Cambridgeshire County Council

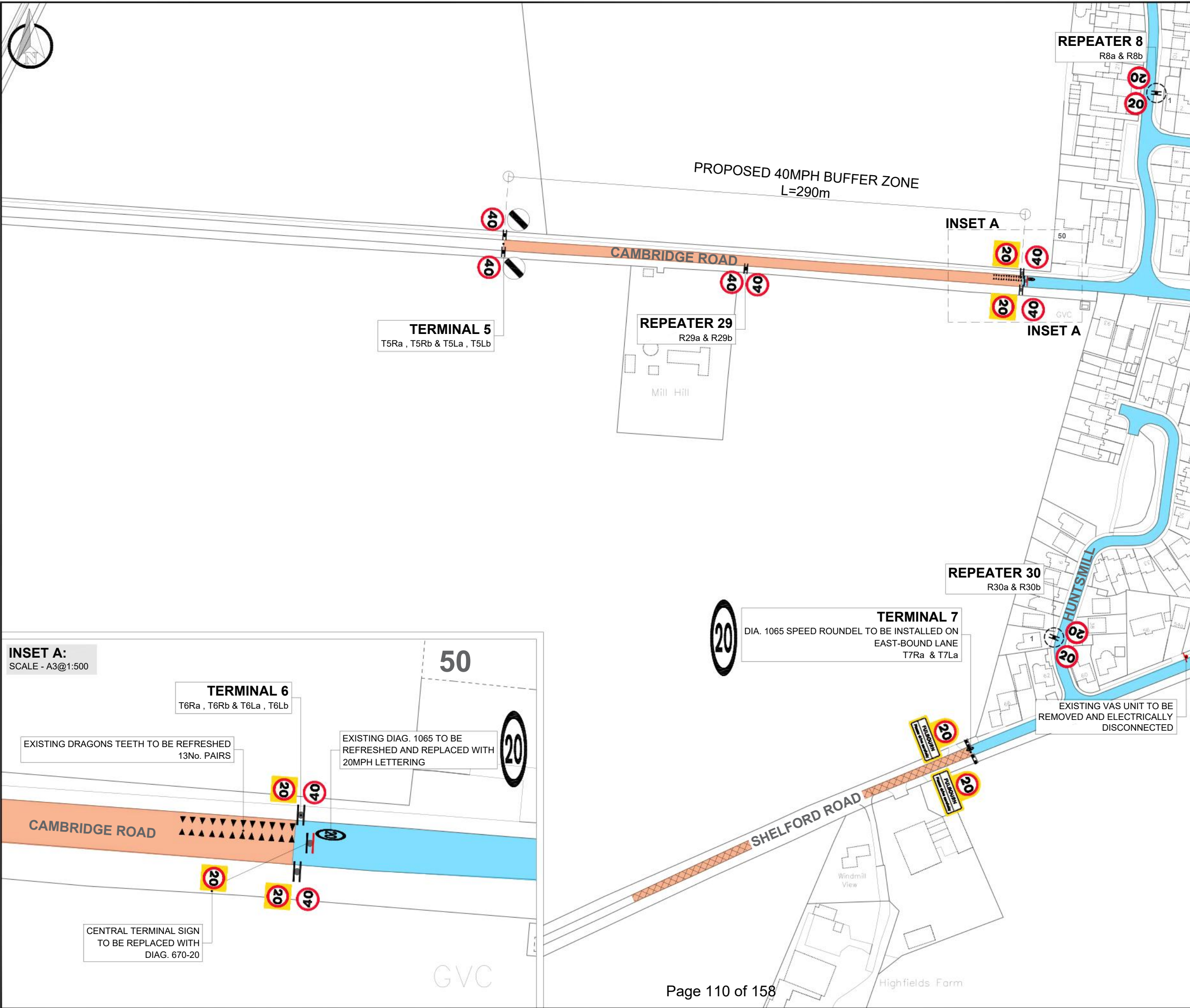
Project: 20MPH INITIATIVE
2023 - 2024

Title: FULBOURN
SOUTH CAMBS
VIEWPORT 4

Scale	Drawn	Checked	Date
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KEY:

	PROPOSED 20MPH LIMIT
	PROPOSED 40MPH BUFFER ZONE
	EXISTING 40MPH BUFFER ZONE
	EXISTING SIGNAGE
	EXISTING SIGNAGE TO BE REMOVED
	PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON NEW POST
	PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON EXISTING LAMP COLUMN

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Date	Revised	Description
18/12/2023	A	ADJUSTMENTS TO SPEED LIMIT EXTENTS
16/02/2024	B	ADJUSTMENT TO SHELFORD RD BUFFER



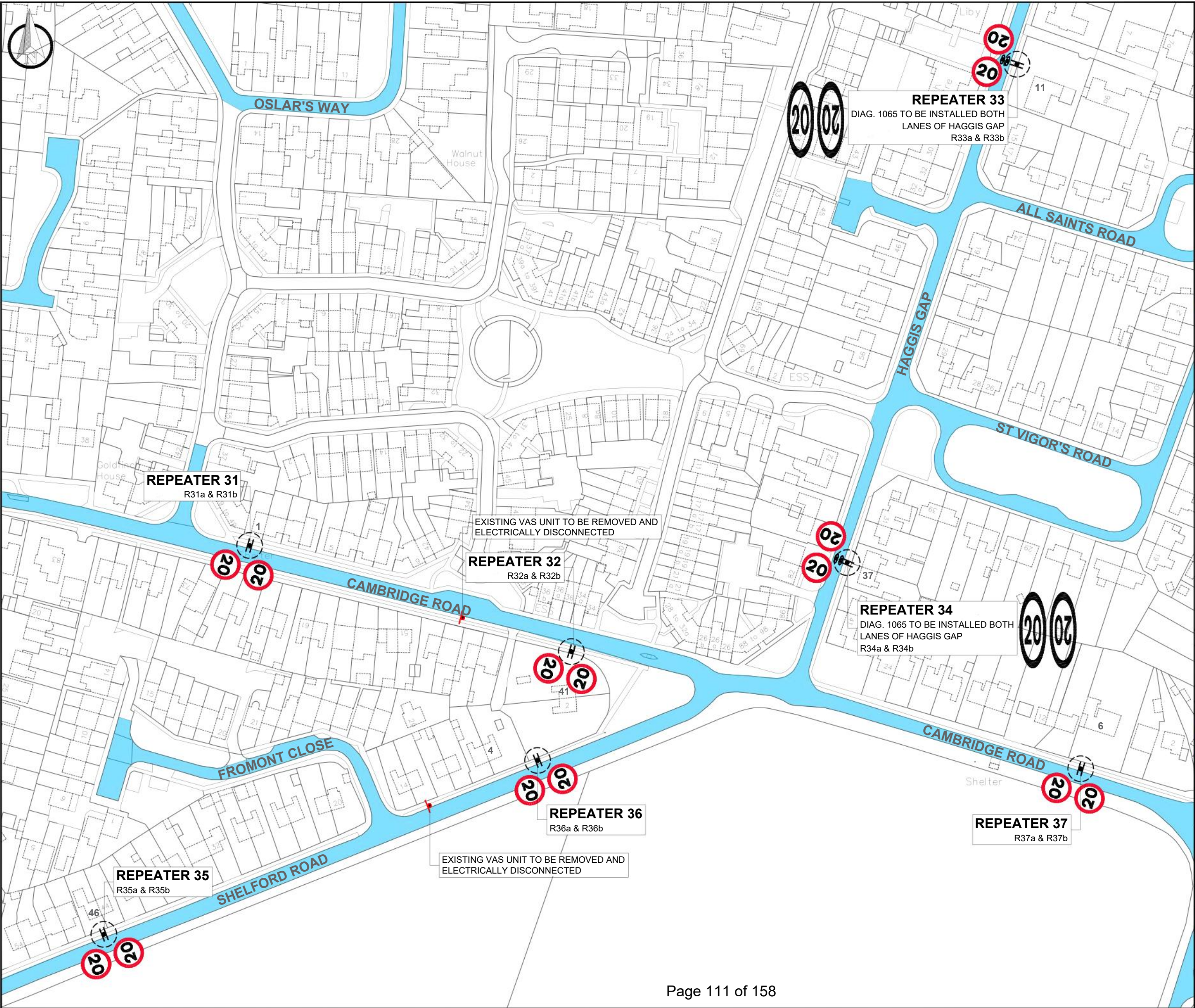
Project	20MPH INITIATIVE 2023 - 2024
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Title	FULBOURN SOUTH CAMBS VIEWPORT 5
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7. FOR ADDITIONAL SIGNAGE DETAILS SEE SIGN SCHEDULE - FULBOURN 20MPH INITIATIVE.

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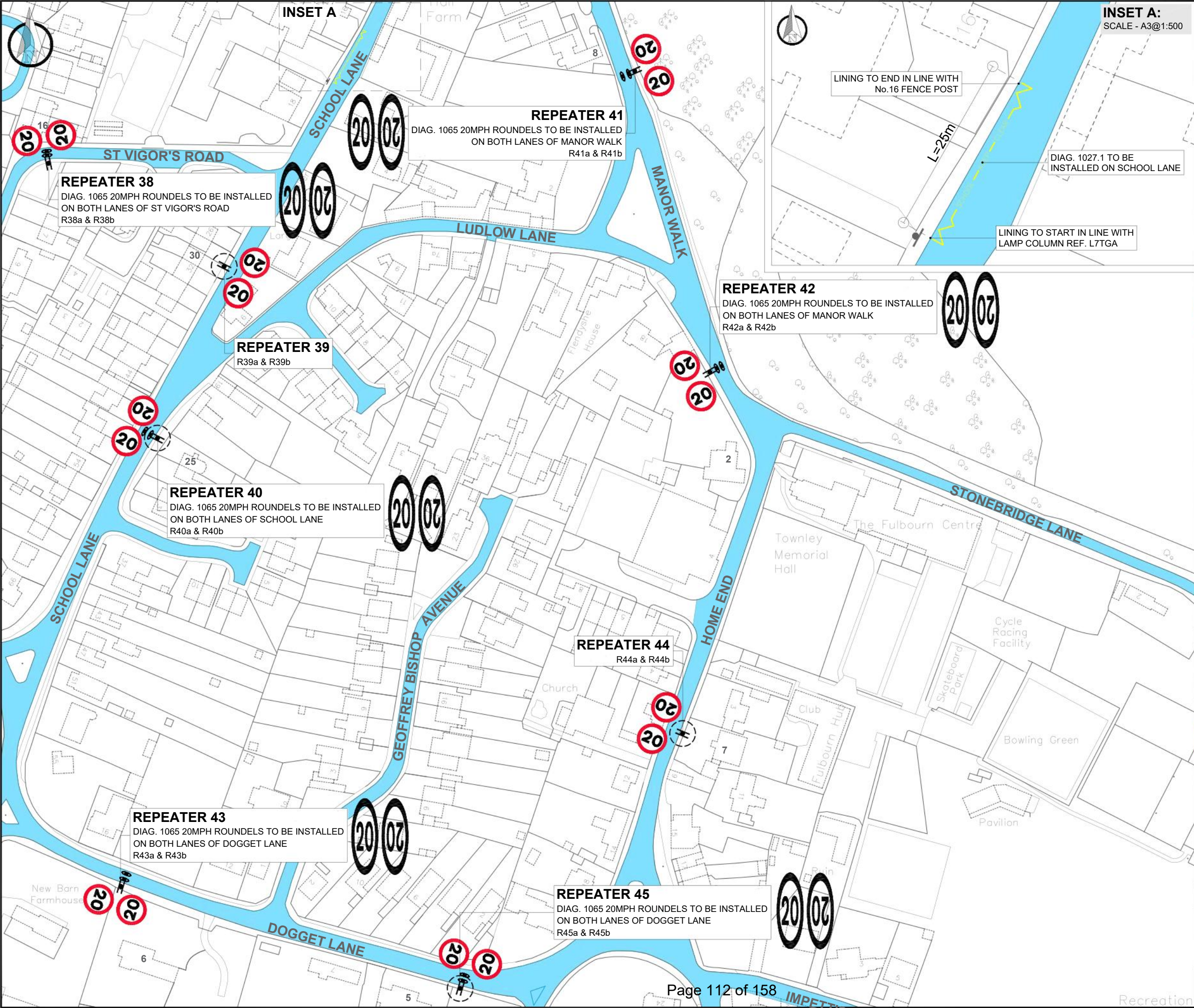
- PROPOSED 20MPH LIMIT
- EXISTING SIGNAGE
- EXISTING SIGNAGE TO BE REMOVED
- PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON NEW POST
- PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON EXISTING LAMP COLUMN

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Date	Revised	Description
04/01/2024	A	VAS UNIT REMOVAL


Cambridgeshire County Council

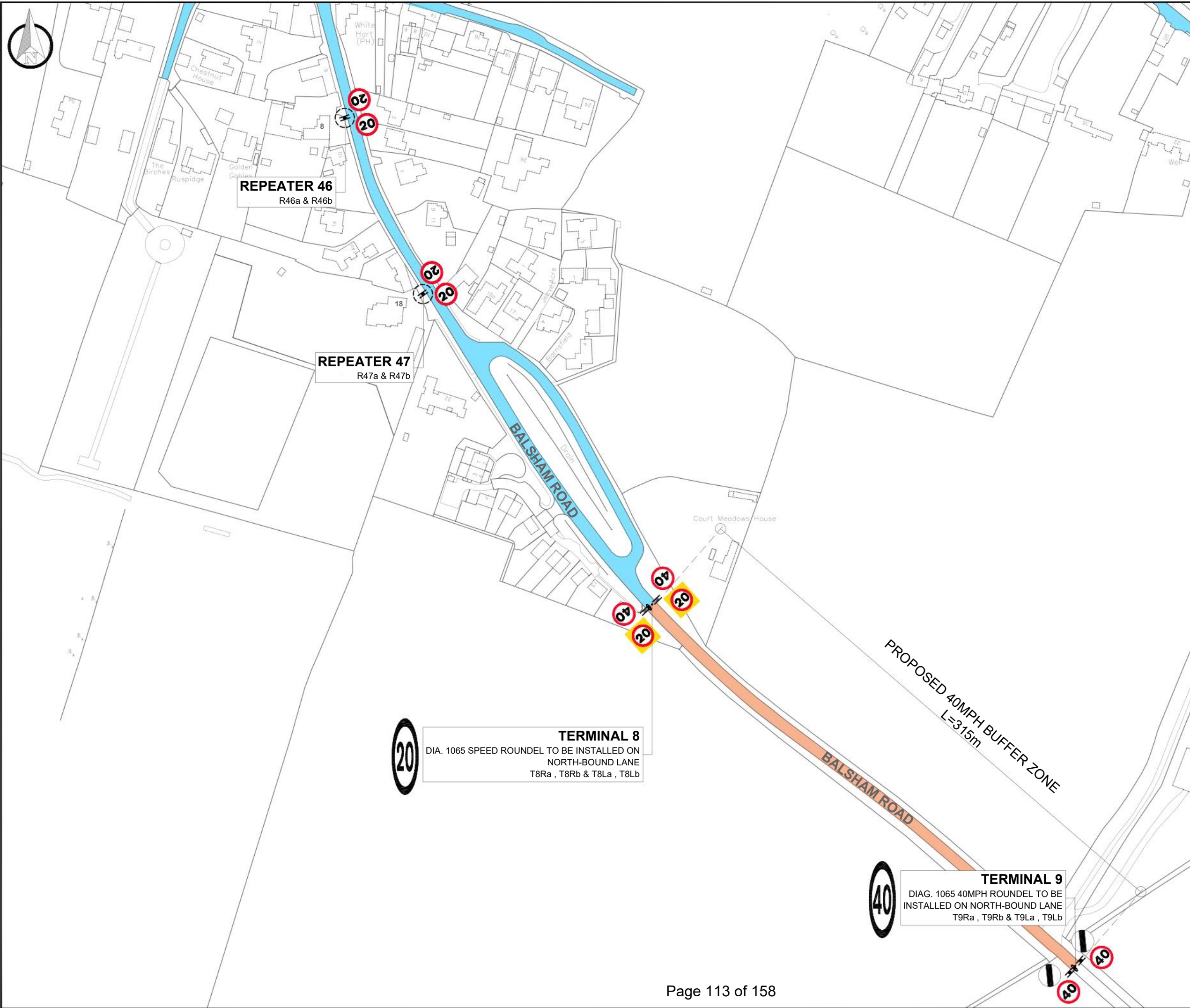
Project	20MPH INITIATIVE 2023 - 2024		
Title	FULBOURN SOUTH CAMBS VIEWPORT 6		
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- KEY:**
- PROPOSED 20MPH LIMIT
 - PROPOSED 40MPH BUFFER ZONE
 - EXISTING SIGNAGE
 - EXISTING SIGNAGE TO BE REMOVED
 - PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON NEW POST
 - PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON EXISTING LAMP COLUMN

Date	Re	Description
 <div>Cambridgeshire County Council</div>		
Project		
20MPH INITIATIVE 2023 - 2024		
Title		
FULBOURN SOUTH CAMBS VIEWPORT 7		
Scale	Drawn	Checked
A3@1:1500	J.Longbottom	N.Fletcher
Date		
24/11/2023		
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Drawing number		Rev
30CPX31247-2/1200/007		



- NOTES:**
1. ALL DIMENSIONS GIVEN IN THIS DRAWING ARE IN METRES UNLESS SPECIFICALLY STATED OTHERWISE.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT PRE-CONSTRUCTION INFORMATION, ALL OTHER RELEVANT DOCUMENTS AND DESIGN DRAWINGS LISTED IN **DRAWING 30CPX31247-2/000/001**.
 3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016 DOCUMENTS.
 4. ALL STATUTORY UNDERTAKER'S INFORMATION TO BE PROVIDED SEPARATELY TO THIS DRAWING. THE CONTRACTOR TO CARRY OUT THEIR OWN INVESTIGATIONS.
 5. ANY ISSUES OR DISCREPANCIES TO BE RAISED WITH THE CAMBRIDGESHIRE COUNTY COUNCIL PROJECT MANAGER AS SOON AS THEY OCCUR OR ARE IDENTIFIED.
 6. ANY REMOVAL OF ROAD MARKINGS TO BE UNDERTAKEN USING HOT COMPRESSED AIR METHOD.
 7. FOR ADDITIONAL SIGNAGE DETAILS SEE **SIGN SCHEDULE - FULBOURN 20MPH INITIATIVE**.

KEY:

- PROPOSED 20MPH LIMIT
- PROPOSED 40MPH BUFFER ZONE
- EXISTING SIGNAGE
- EXISTING SIGNAGE TO BE REMOVED
- PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON NEW POST
- PROPOSED REPEATER SIGNAGE TO BE INSTALLED ON EXISTING LAMP COLUMN

DRAFT

Date	Revised	Description
18/12/2023	A	ADJUSTMENTS TO SPEED LIMIT EXTENTS

	Cambridgeshire County Council
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Project	20MPH INITIATIVE 2023 - 2024
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Title	FULBOURN SOUTH CAMBS VIEWPORT 8
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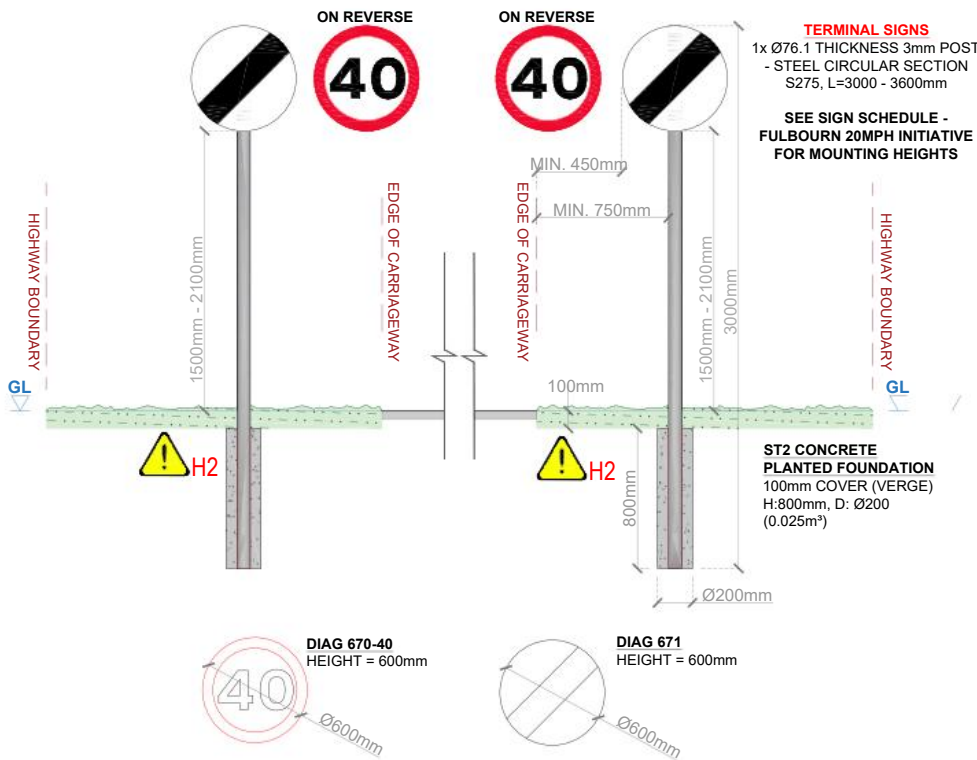
Scale	Drawn	Checked	Date
A3@1:1500	J.Longbottom	N.Fletcher	18/12/2023

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Drawing number	Rev
30CPX31247-2/1200/008	A

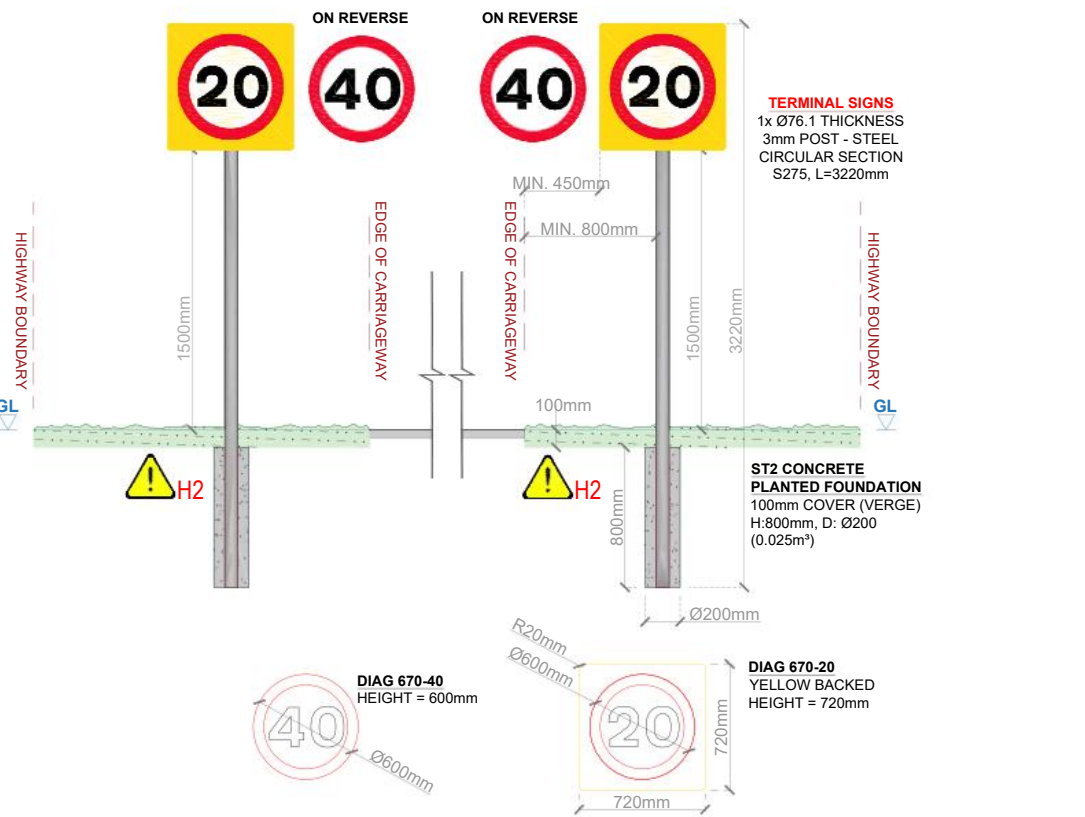
SECTION A

40-NSL TERMINAL POSTS



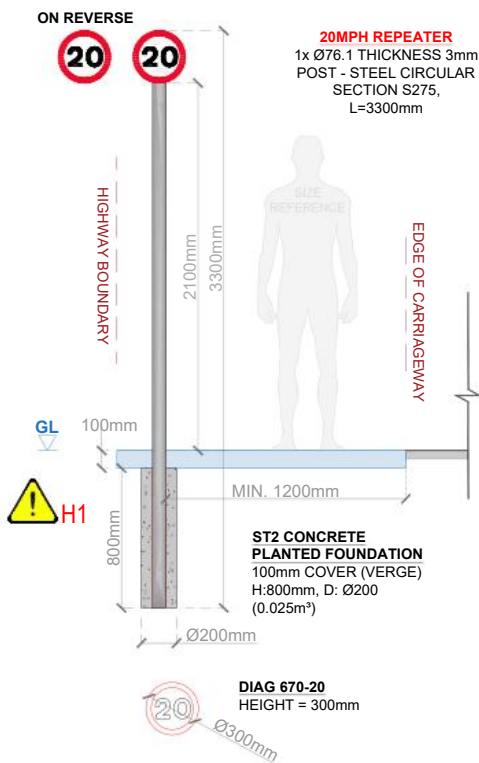
SECTION B

20-40 TERMINAL POSTS



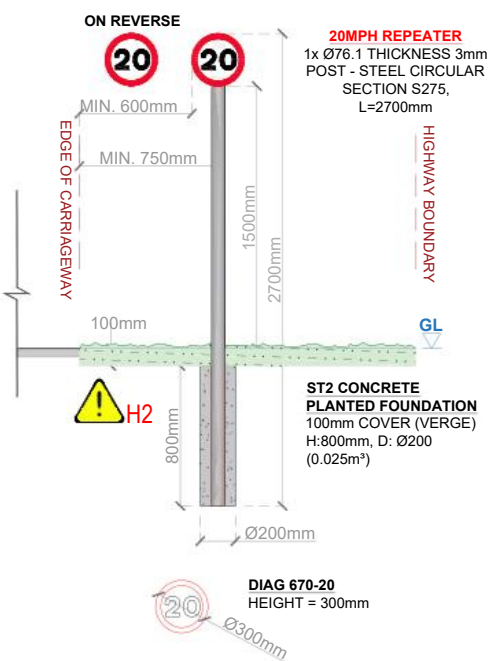
SECTION C

20 REPEATER POST 2.1m MOUNT HEIGHT



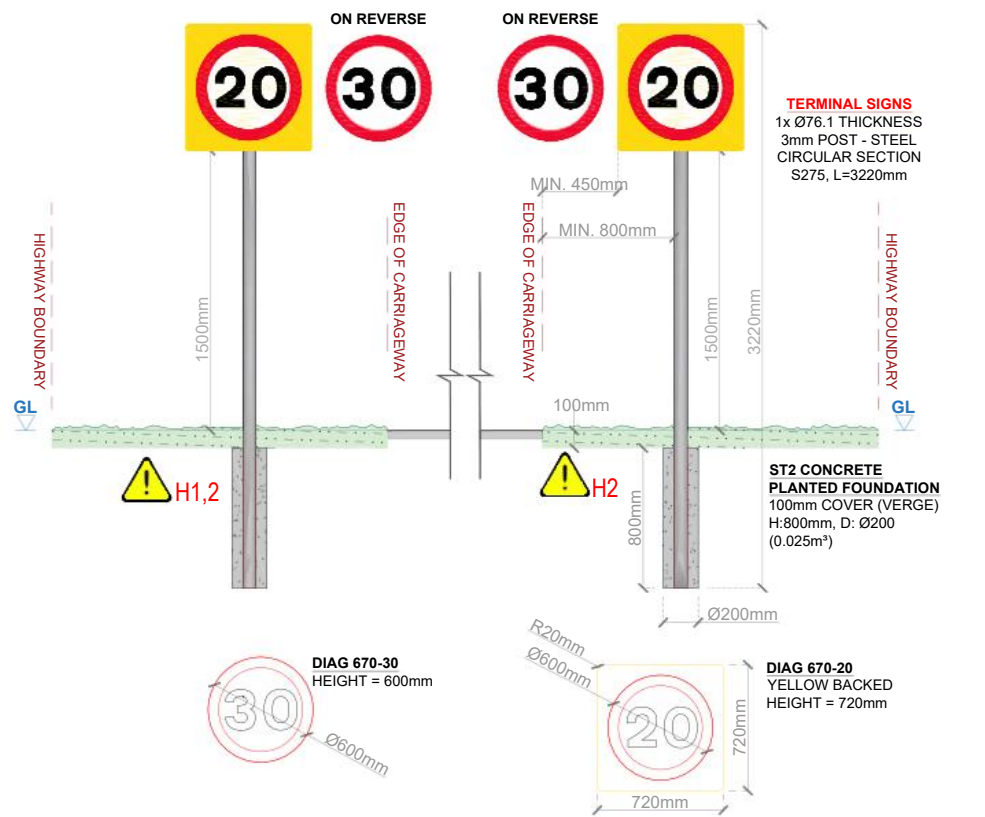
SECTION D

20 REPEATER POST 1.5m MOUNT HEIGHT



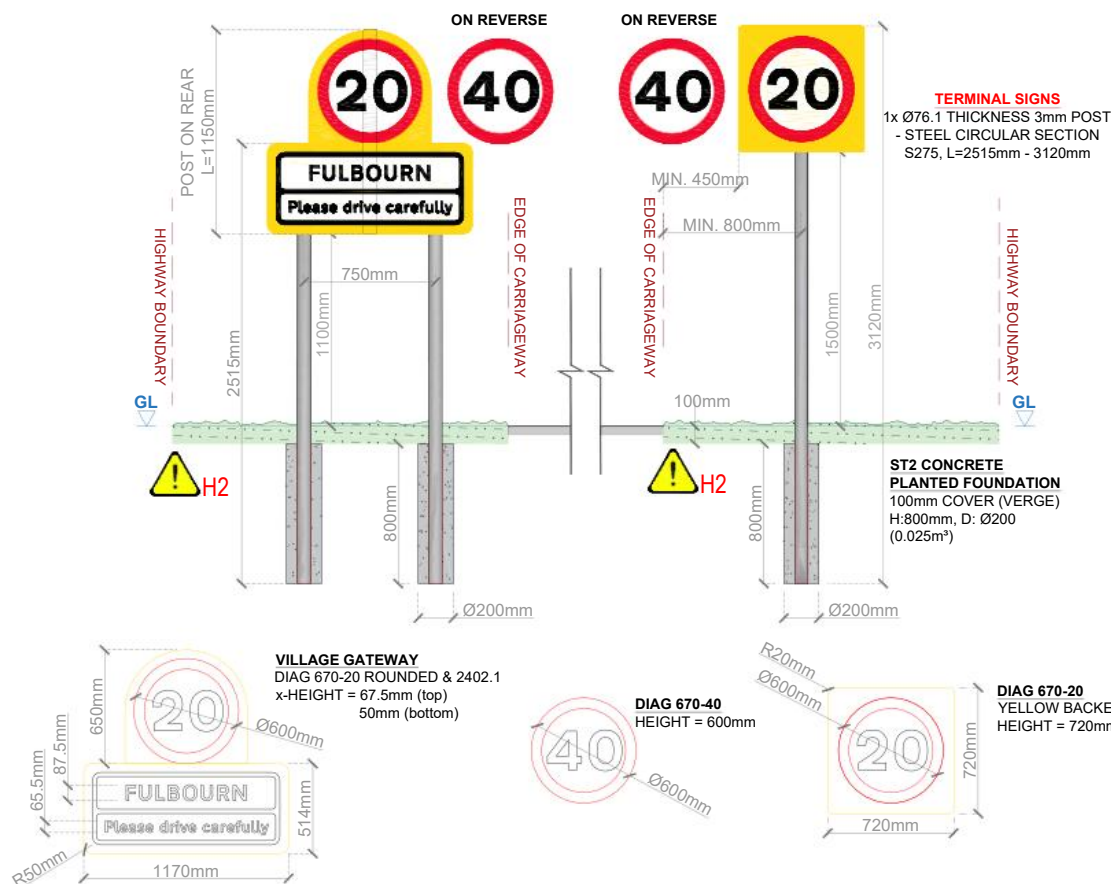
SECTION E

20-30 GATEWAY TERMINAL POSTS



SECTION F

20-40 GATEWAY TERMINAL POSTS



NOTES:

- ALL DIMENSIONS GIVEN IN THIS DRAWING ARE IN METRES UNLESS SPECIFICALLY STATED OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT PRE-CONSTRUCTION INFORMATION, ALL OTHER RELEVANT DOCUMENTS AND DESIGN DRAWINGS LISTED IN DRAWING 30CPX31247-2/000/001.
- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE CAMBRIDGESHIRE 'HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION (2023)' (HERCS) & THE 'SPECIFICATION FOR HIGHWAY WORKS' (SHW). IN EVENT OF DISCREPANCIES HERCS WILL TAKE PRECEDENCE.
- ANY ISSUES OR DISCREPANCIES TO BE RAISED WITH THE PROJECT ENGINEER AS SOON AS THEY OCCUR OR ARE IDENTIFIED.
- ALL TRAFFIC SIGNS ARE TO CONFORM TO 'THE TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2016' (TSRGD) & ANY SUBSEQUENT AMENDMENTS.
- ALL SIGNAGE MATERIALS ARE TO BE CLASS RA2 (BS EN 12899-1:2007) REFLECTORISED, EXCEPT BLACK OR BROWN.
- ALL STREET FURNITURE TO BE OFFSET FROM THE EDGE OF CARRIAGEWAY BY A MINIMUM OF 450MM UNLESS OTHERWISE STATED

SAFETY, HEALTH & ENVIRONMENT (SHE BOX) RESIDUAL HAZARDS

H1 - C2 STATS RETURNS SHOW THAT THERE ARE THERE ARE SEVERAL BURIED SERVICES ALONG THE VERGES AND CARRIAGEWAY WHERE SIGN INSTALLATION AND REMOVAL MAY BE REQUIRED. REFER TO SCHEME C2 STATUTORY UNDERTAKERS SEARCH RETURNS.

H2 - THERE ARE TREES IN THE VICINITY OF THE VERGES WHERE SIGN POST INSTALLATION/REMOVAL IS BEING UNDERTAKEN. WHERE TREE ROOTS ARE ENCOUNTERED, CONTRACTOR TO UNDERTAKE HAND-DIGGING AND VEHICLES TO AVOID PARKING OR STORING MATERIALS NEAR TREES.

Date	Rev	Description	Project	Title	Scale	Drawn	Checked	Date	Page	Drawing number	Rev
		DRAFT	20MPH INITIATIVE 2023 - 2024	FULBOURN SOUTH CAMBS CONSTRUCTION DETAILS	A3@NTS	J.Longbottom	N.Fletcher	24/11/2023	114	30CPX31247-2/1200/009	

Appendix 6

Summary of Objections and Other Comments Received, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
	Objections	
1	<p>Some of Fulbourn's through-routes, such as Cambridge Road, Hinton Road, Teversham Road, Wilbraham Road and Station Road are not suited to a 20mph speed limit and the 30mph limit should remain. Retaining a 30mph limit on those roads would have the benefit of encouraging drivers to stay on those roads, rather than using more densely populated roads in the centre of the village. The 20mph limit should be reserved for specific lengths of road, such as outside schools.</p>	<p>The Council wants to improve road safety generally across communities and also encourage more active travel choices. Those objectives are unlikely to be realised if the 20mph limit was restricted to specific roads or just around schools, etc. It is sensible to include all residential roads within the 20mph zone in the interests of consistency and inclusivity.</p> <p>Also, if some roads were excluded, it would mean that numerous 20/30 changeover signs would be needed, thus increasing cost and street clutter.</p> <p>The proposals for Fulbourn include the retention of existing 30mph and 40mph speed limits on lengths of road on the edge of the village. This includes Balsham Road, Cambridge Road, Shelford Road and Wilbraham Road where it is recognised that a 20mph limit would be unsuitable.</p> <p>Overall, the Council has tried to strike a balance between proposing a 20mph speed limit on most residential streets, but at the same time recognising that 20mph would not work on some more lightly built-up lengths of road.</p>
2	<p>The reasons and justification for introducing a 20mph speed limit are vague, unconvincing and there is little or no evidence that a lower speed limit will bring about any real benefits, including road safety.</p>	<p>It is acknowledged that the benefits of 20mph speed limits are often difficult to quantify. Many of the potential advantages, such as modal shift, reduction in pollution and community factors are only likely to be realised in the longer term.</p>

		<p>Thankfully, most residential streets do not have a history of injury collisions, so 20mph limits are rarely justified on those grounds. However, the Council frequently receives correspondence expressing anxiety about excessive speed and safety. 20mph limits can address some of those concerns.</p> <p>Wider evidence indicates that 20mph limits do bring about a reduction in average speeds, albeit this can sometimes be modest. It is known that lower traffic speeds reduce the likelihood of collisions occurring and reduce the severity of any that do happen.</p> <p>It is hoped that most drivers will choose a steady speed, rather than harshly braking and accelerating. If drivers adopt a lower more constant speed it should lower pollution, noise, use less fuel, etc.</p>
3	Despite the Council's statements, it is unlikely that a 20mph speed limit will be self-enforcing and compliance will be poor.	<p>Ideally the width and alignment of roads, together with on-street parking and other natural speed reducing features, will encourage drivers to moderate their speed, thus helping to make a 20mph reasonably self-enforcing. Most roads in Fulbourn are like that, but it is accepted that some roads are straighter and wider, and speeds are expected to be higher.</p>
4	A 20mph speed limit is not wanted, not needed, is unnecessary and is a poor use of the Council's money.	<p>It is true to say that there has been a mixed reaction to 20mph speed limits, both locally and nationally. It is clear that some people are opposed, but others are strongly in favour of them.</p> <p>The Council's overall view is that 20mph limits offer good value for money and bring about road safety and other benefits.</p> <p>It is acknowledged that some 20mph speed limits result in only a modest reduction in actual traffic speeds. However, even a small reduction can have safety benefits as previously explained.</p>

5	The 20mph speed limit will be ignored by many drivers and there will be little or no police enforcement.	<p>Regrettably, a proportion of drivers disregard speed limits and that it likely to be the case if the 20mph limit is implemented. It is hoped that in time, drivers will accept 20mph as the default speed limit in built-up areas and adjust their speed accordingly. We realise that it may take some time for that principle to be accepted by some drivers.</p> <p>It is acknowledged that there will be little enforcement of the 20mph speed limit. However, Cambridgeshire Police understand and support the overall concept of 20mph limits. Their full statement is included in Appendix 7. The police's Speedwatch initiative offers a possible community-based method of alerting drivers to the need to obey speed limits.</p>
	Support	
1	The 20mph speed limit should be introduced for a number of reasons, such as to lower speeds near schools, due to narrow village roads, to improve safety for cyclists and pedestrians and for environmental reasons.	Support noted.
2	The speed limit should be reinforced by the installation of traffic calming measures.	It is possible to consider the installation of physical measures to lower traffic speeds, possibly targeted at locations where non-compliance is high. Such measures would have to be assessed and funded on their merits, with local support.
3	Signage should be minimised to reduce sign clutter.	There is published guidance relating to speed limit signage, which states distances between repeater signs. The Council has to strike a balance between providing enough signs and markings to remind drivers of the speed limit, but at the same time not over-cluttering the roadsides. The Council will consider all of these matters in its final design.
4	Concerns about how will the 20mph speed limit be enforced.	Please see previous comments.

5	The 20mph speed limit should be extended westwards in Hinton Road and Fulbourn Old Drift.	These lengths of road are only partially built-up and it was felt that compliance with a 20mph speed limit would be poor. On balance it was considered that these roads were more suited to a 30mph speed limit.

Cambridgeshire Constabulary Response

The proposal as detailed with CCC reference PR1021 is received and has been examined and considered by traffic management.

As part of the formal response the police will pass the following comment on the proposal; With reference to the installation of the 40mph and 30mph speed limits forming part of a buffer on the approaches to Fulbourn - due to the short length of the buffer speed limit it is impractical to carry out speed enforcement and thus it is unlikely that there will be any routine or targeted enforcement conducted by the police.

With reference to the proposed 20mph speed limit effectively encompassing the roads within Fulbourn;

The National Police Chiefs Council maintain the view regarding 20mph speed restrictions that these are not supported unless current means speeds on the affected roads are 24mph or less OR said proposals are accompanied by physical measures to render those restrictions self-enforcing. On the affected road(s) reliance should not be placed on police, being the enforcement agency, to conduct specific, targeted, or routine enforcement activity to achieve compliance unless specifically and locally agreed. Such agreement is not, at this time in place, in as far as this proposal is concerned.

In addition to the above the DfT Guidance on Setting Local Speed Limits (revised March 2024) states; General compliance needs to be achievable without an excessive reliance on enforcement.

The DfT guidance document 'Setting Local Speed Limits goes onto support this with: 89. Successful 20mph zones and 20mph speed limits are generally self-enforcing: that is, the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance, there should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed.

There are a number of roads within Fulbourn where the police have concerns relating issues relating to speed compliance without any supportive traffic calming measures due to their alignment and environment. These were highlighted in the informal review and response in January 2024.

As a summary of the above accepting the observations and comments, the police understand and support the overall strategy in the implementation of a 20mph speed limit on roads in Fulbourn. Evidence supports a lower speed equates to less collisions and where there is a collision a lessor injury to pedestrians (Taylor, Lynam and Baruya, 2000).

Notwithstanding this on behalf of the Chief Officer, the Police offer no objection.

Traffic Management Officer for Cambridgeshire
Beds, Cambs and Herts Traffic Management Unit
Road Policing Unit

Statement of Reasons

Road Traffic Regulation Act 1984

The Local Authorities' Traffic Orders (Procedure)
(England and Wales) Regulations 1996

Name of Order:-

Cambridgeshire County Council (Various Roads, Fulbourn) (Speed Limits)
(Consolidation) Order 202-

The Authority's reasons for proposing to make the above named Order(s) are as follows:-

- For promoting lower vehicle speeds and creating a safer environment for all road users.

Explanatory Note:-

The proposed 20mph speed limit would cover most residential roads in the main part of Fulbourn village, as identified in the public notice and draft order. Private and unadopted roads are not included within the proposal.

The 20mph speed limit is intended to reduce traffic speeds and will result in a safer environment for all road users. The width, alignment and character of most of the roads mean that the lower speed limit is expected to be largely self-enforcing.

20mph schemes can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution.

The proposed 40mph buffer limits would cover relatively short lengths of road on the edge of the village. They are intended to reduce the speed of traffic entering/leaving Fulbourn and result in a smoother transition between the national speed limit and the lower limits within the village.

For administrative reasons, it is proposed to revoke some existing speed limit orders and consolidate them into the new Order. The only material changes to on-street restrictions will be those outlined in the public notice.

Appendix 9

CCC627570108

Directorate: Place and Sustainability

Service: Project Delivery

Team: PD - General

Your name: Nicola Young

Your job title: Group Manager Complex Infrastructure

Directorate: Place and Sustainability

Service: Asst Director - Project Delivery

Team: Asst Director - Project Delivery

Your phone:

Your email: nicola.young@cambridgeshire.gov.uk

Proposal being assessed: Transforming Cities Fund - 20 mph schemes

Business plan proposal number:

Key service delivery objectives and outcomes : Countywide speed reduction schemes (20mph) are being funded as part of the Transforming Cities Fund (TCF) Programme, approved by Highways and Transport Committee in December 2022. The programme included an £800,000 allocation towards Countywide speed reduction measures, which enabled several of the larger individual 20mph schemes to be funded from this source, rather than from funding already allocated for 20mph schemes by the Council. The Joint Administration Agreement set out a commitment to 'make the option of 20mph zones more widely available, and easier to obtain'. In December 2022, Highways and Transport Committee agreed to amend the Speed Limit Policy to state that '20 mph zones must be introduced in clearly defined zones and area wide schemes are encouraged, rather than just on isolated roads or cul-de-sac' (Highways Operational Standards, April 2024). 20mph speed limits improve road safety and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution. The introduction of 20mph speed limits is known to reduce the potential injury outcome and even deaths of our most vulnerable road users such as pedestrians and cyclists. There is a 7% chance of a fatality at 30mph, which reduces significantly to 1% at 20mph. The recent study by Agylisis for the Welsh Government showed that on average the change to a 20mph speed limit reduced average vehicle speeds in these areas to 26mph.

What is the proposal: The proposal is for Countywide speed reduction schemes, notably the introduction of 20mph speed limits primarily around market towns. A programme of 20mph schemes has been developed, which includes schemes for Cambourne, Ely, Histon and Impington, Huntingdon, Ramsey and Bury, St Ives, St Neots and Cambridge. The proposals include a review of current speed limits within the areas and proposals for amendments to speed limits to 20mph. Town and parish councils were asked to submit a formal expression of interest in the 20mph scheme confirming support for a town wide approach and the proposals have been discussed with the relevant town or parish council. An application for a Traffic Regulation Order, including a formal consultation period, is required for each scheme before it can be taken forward for delivery as part of the TCF programme.

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

The proposals have been assessed throughout the design process including referencing relevant available data, such as accident data and information on local areas through Cambridgeshire and Peterborough Insight. Relevant guidance to the design process include the Cambridgeshire County Council Highways Operational Standards and Government's Setting Local Speed Limits circular (01/2013). Informal and formal consultations have been carried out for the various schemes included within the Countywide speed reduction TCF programme and comments have been fed back from town and parish councils, which have been incorporated into the design process.

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?: Proposals will impact the following groups: Residents and visitors within or passing through the proposed 20mph areas. Those driving through the areas will need to reduce current speeds, however, safer environments within 20mph areas will improve opportunities for safe cycling and walking and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution. Local businesses, including bus companies - the statutory (public) consultation includes consultation with the Police, Logistics UK, the Road Haulage Association, local councils, and the emergency services. Any comments received throughout consultation on the impact of the 20mph proposals on these groups will be considered as the scheme is further developed.

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?: The proposal is to reduce the speed limit in certain areas across the County to 20mph, primarily focused on market towns. Drivers and passengers in vehicles which travel within the 20mph areas will benefit on balance from the anticipated improvement in road safety. All drivers within the area will be affected by the reduction in speed limit. The change in speed limit will not restrict access to any services or facilities within the area. The reduction in speed limit will support safer travel for pedestrians and cyclists, reducing potential injury outcomes or death for our most vulnerable road 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)?: No

Age: The proposed measures will apply to all drivers and their passengers travelling along areas included within the proposed 20mph speed limits irrespective of disabilities of the driver, subject to them holding the appropriate licence, or passenger. The reduction in speed limit supports improved road safety and reduces potential injury outcome and even death for vulnerable road users, such as the young, elderly or disability groups and supports healthier and more sustainable transport modes, such as walking and cycling.

Disability: The proposed measures will apply to all drivers and their passengers travelling along areas included within the proposed 20mph speed limits irrespective of disabilities of the driver, subject to them holding the appropriate licence, or passenger. The reduction in speed limit supports improved road safety and reduces potential injury outcome and even death for vulnerable road users, such as the young, elderly or disability groups and supports healthier and more sustainable transport modes, such as walking and cycling.

Gender reassignment:

The proposal has no impact on gender reassignment.

Marriage and civil partnership: The proposal has no impact on marriage and civil partnership.

Pregnancy and maternity: The proposal has no impact on pregnancy and maternity.

Race: The proposal has no impact on race.

Religion or belief (including no belief): The proposal has no impact on religion or belief.

Sex: The proposal has no impact on sex.

Sexual orientation: The proposal has no impact on sexual orientation.

Socio-economic inequalities: The proposal has no impact on socio-economic inequalities.

Head of service: Michael Williams

Head of service email: michael.williams@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Finance Monitoring Report – August 2024

To: Highways and Transport Committee

Meeting Date: 1 October 2024

From: Executive Director of Place and Sustainability
Executive Director of Finance and Resources

Electoral division(s): All

Key decision: No

Outcome: The report is presented to provide the Committee with an opportunity to comment on the August 2024 position.

Recommendation: The Committee is recommended to:

Review and comment on the report.

Post: Strategic Finance Manager
Email: sarah.heywood@cambridgeshire.gov.uk
Tel: 01223 699714

1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 This regular financial monitoring report provides the consolidated management accounts of the Place and Sustainability directorate, enabling Members to be aware of, and to scrutinise, the delivery of the business plan for 2024-25.

2. Background

- 2.1 This report provides the Committee with an update on the financial position of the Place and Sustainability directorate. It provides detail of the pressures and underspends across the different services and an explanation for any variances.
- 2.2 The Finance Monitoring Report, attached at Appendix 1, provides the financial position for the whole of the Place and 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.

3. Main Issues

Revenue

- 3.1 There is a forecast pressure of £1.844m in waste management due to the introduction of the Industrial Emissions Directive and the Best Available Techniques conclusions (BATc), and a forecast income shortfall in the energy schemes of £3.776m, mainly due to the fluctuation in energy prices and delays in the schemes. Partly offsetting these pressures is a forecast over-achievement of income of £1.7m in Highways Development Management, leaving the bottom-line position for the directorate as a forecast overspend of £3.9m.
- 3.2 Appendix 2 of the Finance Monitoring Report provides the service explanation for the revenue variances, including over- and under-spends.

Capital

- 3.3 Across the Place and Sustainability directorate as a whole, there has been £3.9m slippage compared to the budgeted capital programme variation of £30.6m. Of this forecast slippage, £2,548k relates to the A14 de-trunking where schemes are being developed for implementation during 2025/26. The remainder is due to smaller amounts of slippage as detailed in Appendix 3.
- 3.4 The Savings Tracker and Technical Appendices, as at the end of Quarter 1, are included in the Finance Monitoring Report as Appendices 4 and 5 respectively.

4. Significant Implications

4.1 Finance Implications

This report details the financial position across Place and Sustainability.

4.2 Legal Implications

There are no significant implications within this category.

4.3 Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

5. Source Documents

5.1 None

Directorate: Place and Sustainability

Subject: Finance Monitoring Report – August (period 5)

Contents

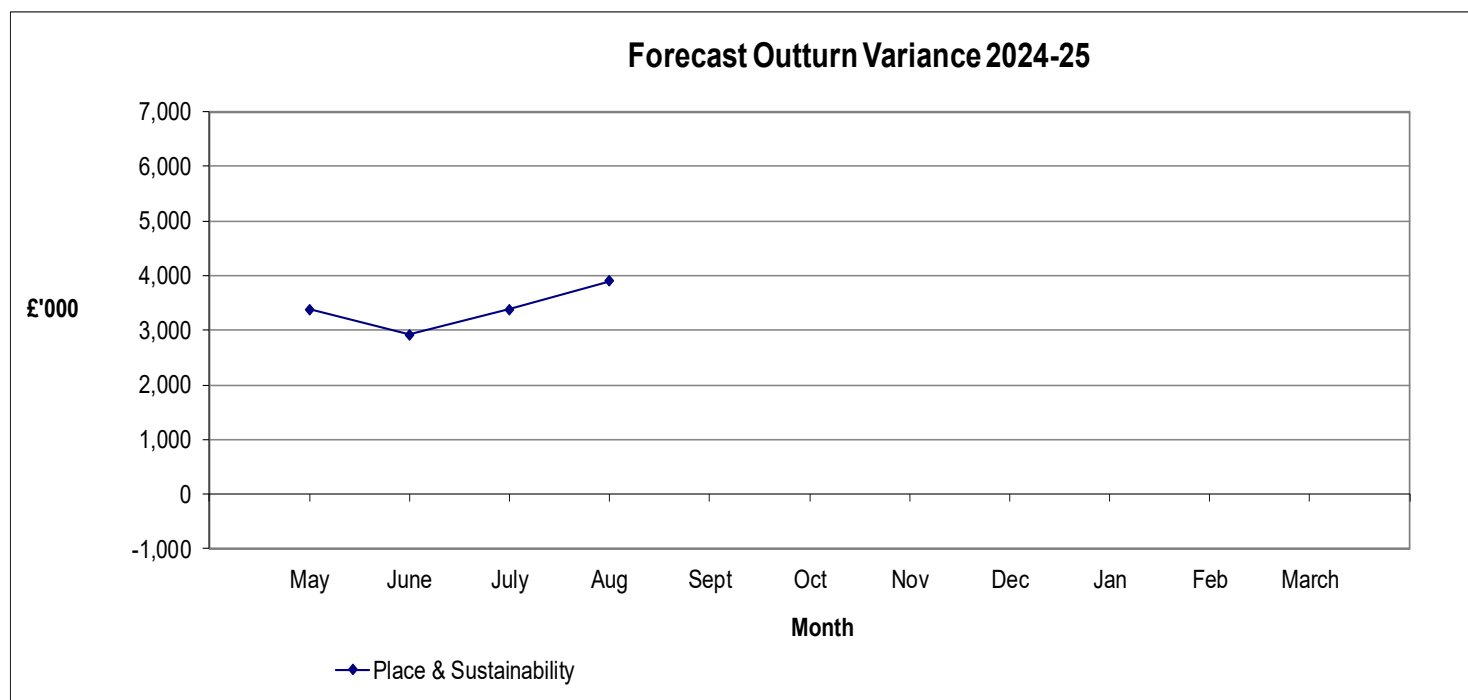
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest position on delivery of savings
4	Technical Note	Explanation of technical items that are included in some reports
5	Key Activity Data	Performance information linking to financial position of main demand-led services
Appx 1a	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 August 2024, Place and Sustainability is projected to be £3.9m overspent.

1.2 Summary of Revenue position by Directorate



1.2 Place and Sustainability

Forecast Outturn Variance (Previous) £000	Service Area	Gross Budget £000	Income Budget £000	Net Budget £000	Actual to date £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
-200	Executive Director	1,630	-2,216	-587	-58	-200	-34.1%
-2,032	Highways & Transport	48,830	-23,167	25,663	8,546	-1,685	-6.6%
1,844	Planning, Growth & Environment	54,742	-6,143	48,600	16,477	2,016	4.1%
3,776	Climate Change & Energy Service	3,524	-5,469	-1,946	-222	3,776	194.1%
0	Community Safety and Regulatory Service	5,574	-3,404	2,169	633	0	0.0%
3,388	Total	114,300	-40,400	73,900	25,376	3,906	5.3%

1.3 Significant Issues

The overall position for Place and Sustainability budgets to the end of August 2024 is a forecast overspend of £3.9m. The key issues and pressures that are highlighted in this report are as follows.

Waste Management: The additional costs relate to the fact that the waste treatment facilities at Waterbeach that are managed through a Waste Private Finance Initiative (PFI) contract are not able to operate currently. This is because the facilities do not comply with the new Environment Agency environmental permit conditions following the introduction of the Industrial Emissions Directive and the Best Available Techniques conclusions (BATc) and waste therefore needs to be managed through separate arrangements at additional cost to the Council. Strategic options to address this issue have been assessed and an overall strategy will be recommended to members to consider during 24-25.

Energy Projects: The St Ives Smart Energy Grid Project is proceeding towards the reopening of the car park in September, subject to a number of works being complete. It is anticipated that electric vehicle charge points will be available in November. At the Smart Energy Grid Project at Babraham Road Park and Ride work is progressing and the next major milestone will be the works at the PPA customer's site scheduled for early October.

Regarding construction of the private wire to connect the North Angle Solar Farm, consultants have assisted the Council with securing the best available price for the electricity that will be exported to the grid.

On Swaffham Prior Heat Network, work is underway for the connection of the next tranche of homes to connect to the heat network. Progress has been slower than expected but it is too early to tell whether this will impact on the number of home connections made within the period.

Highway Development Control and Streetworks Income: The pressures above are partially offset by a positive forecast in the level of income projected for 24-25 in relation to Highways Development Control and Streetworks. This is due to significant activity by developers and utility providers, so an overachievement of fee income is forecast.

2. Capital Executive Summary

Appendix 3 reflects the changes due to:

Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Service Area	Original 2024-25 Budget as per BP £000	Revised Budget for 2024-25 £000	Actual Spend (August) £000	Forecast Outturn Variance (August) £000
541,815	0	Highways & Transport	89,779	79,756	15,579	-3,861
28,368	0	Planning, Growth & Environment	24,693	3,378	18	0
82,526	0	Climate Change & Energy Services	9,581	10,747	1,187	10
26,289	0	Connecting Cambridgeshire	5,454	4,579	1,471	0
		Capitalisation of Interest	984	984	0	0
678,998	0	Total	130,491	99,444	18,255	-3,861
		Capital Programme variations	-30,810	-30,605	0	3,861
		Total including Capital Programme variations	99,681	68,839	18,255	0

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 first quarterly savings tracker for 2024-25 is included in Appendix 4.

4. Technical note

On a quarterly basis, a technical financial appendix will be included as Appendix 5. This appendix covers:

- 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 directorates, 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 – Place and Sustainability Detailed Financial Information

Forecast Outturn Variance (Previous) £000	Committee	Note	Budget Line	Gross Budget £000	Income Budget £000	Net Budget £000	Actual to date £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
Executive Director									
-200		1	Executive Director	1,630	-2,216	-587	-58	-200	-34%
-200			Executive Director Total	1,630	-2,216	-587	-58	-200	-34%
Highways & Transport									
Highways Maintenance									
0			Asst Dir - Highways Maintenance	122	0	122	86	0	0%
-33		2	Highway Maintenance	11,020	-143	10,877	3,482	284	3%
-107		3	Highways Asset Management	1,353	-453	900	563	-138	-15%
0			Winter Maintenance	3,262	0	3,262	96	0	0%
Project Delivery									
0			Asst Dir - Project Delivery	-4	0	-4	298	0	0%
0			Project Delivery	498	-11	487	306	0	0%
-337		4	Street Lighting	13,121	-4,073	9,048	2,253	-393	-4%
Transport, Strategy & Development									
0			Asst Director - Transport, Strategy & Development	140	0	140	61	0	0%
-102		5	Traffic Management	4,354	-4,284	71	598	-302	-428%
129		6	Road Safety	1,242	-846	397	151	290	73%
51			Transport Strategy and Policy	881	-816	64	746	25	39%
-1,700		7	Highways Development Management	2,664	-2,664	0	-875	-1,700	0%
0		8	Park & Ride	2,638	-2,338	300	1,052	183	61%
67			Parking Enforcement	7,539	-7,539	0	-269	67	0%
-2,032			Highways & Transport Total	48,830	-23,167	25,663	8,546	-1,685	-7%
Planning, Growth & Environment									
0			Asst Dir - Planning, Growth & Environment	189	0	189	84	13	7%
0		9	Planning and Sustainable Growth	2,013	-787	1,226	557	148	12%

Forecast Outturn Variance (Previous) £000	Committee	Note	Budget Line	Gross Budget £000	Income Budget £000	Net Budget £000	Actual to date £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
0			Natural and Historic Environment	2,031	-1,074	957	341	11	1%
1,844		10	Waste Management	50,509	-4,281	46,227	15,495	1,844	4%
1,844			Planning, Growth & Environment Total	54,742	-6,143	48,600	16,477	2,016	4%
Climate Change & Energy Service									
-102		11	Climate and Energy Services	386	-263	123	130	-102	-83%
3,878		12	Energy Services	3,138	-5,207	-2,069	-352	3,878	187%
3,776			Climate Change & Energy Service Total	3,524	-5,469	-1,946	-222	3,776	194%
Community Safety and Regulatory Service									
0			Registration & Citizenship Services	1,271	-2,050	-780	-416	0	0%
0			Coroners	3,468	-1,232	2,237	850	0	0%
0			Trading Standards	835	-122	713	198	0	0%
0			Community Safety and Regulatory Service Total	5,574	-3,404	2,169	633	0	0%
3,388			Overall Place and Sustainability Total	114,300	-40,400	73,900	25,376	3,906	5%

Appendix 2 – Service Commentaries on Forecast Outturn Position

Narrative is given below where there is a forecast variance greater than 2% of net budget or £100,000 whichever is greater for a service area.

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
1	Unchanged	Executive Director	-587	-200	-34%	Forecast vacancy savings exceed the budget set in the Business Plan.
2	Updated	Highways Maintenance	10,877	284	3%	The Business Case for the Highways Material Recycling Facility is being reviewed and updated and it is unlikely that savings will be made this financial year. This is being mitigated through increased level of income from highway development control.
3	Updated	Highways Asset Management	900	-138	-15%	Forecast underspend in safety inspection support and vehicles.
4	Updated	Street Lighting	9,048	-393	-4%	The forecast saving reflects reduced expected energy savings to be achieved by the delayed installation of LED lanterns starting in Autumn 2024 as part of the County Councils LED lantern replacement project. This budget forecast has also been reduced to reflect the forecasted reduction in expenditure due to lower than expected energy inflation figures, which were included in the budget for 2024-25.
5	Updated	Traffic Management	71	-302	-428%	The forecast is due to additional income from road closures and openings, and utility companies staying on highways for extended time, partly offset with the loss of income from providing Tables and Chairs licences.
6	Updated	Road Safety	397	290	73%	The forecast reflects a decrease in the number of Road Safety Audit requests coming in from external clients. There are a number of factors that can influence this, reduced Highway Development work by contractors, contractual agreements with external competitors continuing to use other providers.
7	Unchanged	Highways Development Management	0	-1,700	0%	Forecast income for Highways Development Management (HDM) team in 2024-25 is assessed based on income generated in 2023-24 and in first three months of 2024-25. Further:

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						<ul style="list-style-type: none"> Bond rates (and by extension S.38 fees) increased (as of April 2024) by 15-20% dependent on nature of infrastructure. The increase in rates is proportionate to inflation in construction costs as benchmarked by Milestone. More robust planning of pre-application fee recovery to take place. More robust fee recovery for developer temporary directional signs to take place. Potential S.184 income to facilitate new S01/S02 roles. Gradual realisation of the commuted sum policy of April 2023 as sites come through the development pipeline. Interim / consultant fees should drop by around ~£200,000 in 2024-25.
8	New	Park & Ride	300	183	61%	The Business Rates liability for the Trumpington Park and Ride site has grown due to the expansion of the site in 2019. Around £150k of the variance shown reflects this year's additional liability and backdating of previous years liability to 2019. The remainder of the variance is due to the increase in Business Rates from last year.
9	New	Planning and Sustainable Growth	1,226	148	12%	The forecast pressure shown relates to delayed legal fees in relation to the Envar appeal not going through as anticipated in 23/24 and a reduction of planning income from major County Council planning schemes.
10	Unchanged	Waste Management	46,227	1,844	4%	The forecast pressure is due to two main factors, (1) The waste plants will not become operational near the end of the financial year. This was previously assumed but the options assessment exercise highlights that this may not be in the best interest of the council in the long term and therefore a revised strategy is being developed for members to consider, and (2) no additional operational savings are assumed in excess of the commercial settlement and any additional operational savings will be wrapped up in the future contract costs.

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
11	Unchanged	Climate & Energy Services	123	-102	-83%	The forecast saving is due to the removal of an agency staff requirement from the Climate Change and Energy Service staff budget and charging this directly to a funded project.
12	Unchanged	Energy Services	-2,069	3,878	187%	<p>Across the energy schemes there is a forecast variance shortfall of £3,878k, explanations are below. This is the same as the previous month:-</p> <p>St Ives:- The project is forecasting an overall £212k saving to the Council this year due to the project delay. This is made up of a saving of £341k of debt charges this year minus the projected income shortfall of £129k as a result of the delay. The project delay is due to the main contractor identifying the need for remediation works. The current programme is forecast to start generating in December 24.</p> <p>Babraham: Income generation is delayed due to similar main-contractor issues as described above. Generation should start in February 2025 in-line with their current expected programme. This means approximately £60k of net income is forecast (a forecast shortfall of £402k). Although there are also savings on debt charges of £233k, it still leaves a net pressure of £169k on the scheme for 24-25.</p> <p>North Angle: As previously reported, the wholesale electricity price forecasts for 2024 for exporting electricity to the grid have fallen substantially. The expected UKPN connection date for the private wire is scheduled for end of August and for NASF for end of September. This will then allow electricity to be exported however the mobilisation phase is several weeks to reach full export capacity. The income reduction of £3,234k is a combination of factors including the market price reduction per Kwh of electricity and longer timescales for connecting to the grid for both the private wire and NASF largely due to third party issues. This has a significant impact on income due to the fact that</p>

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						<p>generating and exporting will now be past the peak summer months.</p> <p>Swaffham Prior: The forecast worst case scenario shortfall in May 24 was £1,009k. This had improved to £712k in July 24 following a review of the forecast income to be received from heat and the Renewable Heat Incentive (RHI) and a review of the input electricity costs. The input electricity costs have been high during 2023 and 2024 as the heat network is drawing electricity from the grid plus limitations on the ground source heat pump operations reducing RHI income as an interim position. The other reason is that whilst waiting for the private wire connection, the number of customers able to connect to the heat network has been constrained. To date 64 compared to a forecast 130 homes have been connected during 2023-24. Actual income will depend on the rate of connection sign ups, construction programme and the actual private wire connection date. Work is underway to connect further homes in 2024-25.</p>

Appendix 3 – Capital Position

3.1 Capital Expenditure

Scheme Budget £000	Scheme Forecast Variance £000	Committee	Scheme	Original 2024-25 Budget as per Business Plan £000	Budget Changes in Year £000	Revised Budget for 2024-25 £000	Actual Spend (August) £000	Forecast Variance Outturn (August) £000
			Integrated Transport					
125	0	H&T	Air Quality Monitoring	25	0	25	1	0
5,048	0	H&T	Local Infrastructure Improvements	895	471	1,366	337	-213
77	0	H&T	Minor improvements for accessibility and Rights of Way	0	77	77	10	0
2,800	0	H&T	Safety Schemes	600	24	624	28	-504
880	0	H&T	Safety Schemes – Swaffham Heath Crossroad	0	772	772	53	0
850	0	H&T	Safety Scheme – Puddock Road	0	517	517	39	-226
2,725	0	H&T	Strategy and Scheme Development work	545	182	727	267	0
6,860	0	H&T	Delivering the Transport Strategy Aims	1,546	84	1,630	292	0
1,045	0	H&T	Bar Hill to Northstowe Cycle Route	992	-559	433	11	0
26,000	0	H&T	Annual Contribution to A14 upgrade	1,040	0	1,040	0	0
			Operating the Network					
36,720	0	H&T	Carriageway & Footway Maintenance incl. Cycle Paths	7,050	104	7,154	1,507	-624
1,175	0	H&T	Rights of Way	235	0	235	68	0
10,690	0	H&T	Bridge Strengthening	2,347	476	2,823	622	0
3,545	0	H&T	Traffic Signal Replacement	778	-98	680	307	0
835	0	H&T	Smarter Travel Management - Int Highways Man Centre	183	-9	174	35	0
500	0	H&T	Traffic Signals Green Light Fund (GLF)	0	500	500	0	0
124	0	H&T	Traffic Signals Obsolescence Grant TSOG)	0	124	124	0	0
			Highways & Transport					
			Highways Maintenance					
40,985	0	H&T	Pothole Grant Funding	7,829	0	7,829	3,896	0
4,728	0	H&T	Additional Highways Maintenance (HS2 allocation)	2,364	479	2,843	-24	0
20,000	0	H&T	Footways	4,000	430	4,430	1,343	120
24,750	0	H&T	A14 De-trunking	4,000	4,561	8,561	321	-2,568
2,500	0	H&T	Highways Materials Recycling	2,200	-2,125	75	35	-75
40,000	0	H&T	Further Highways Prioritisation	20,000	0	20,000	1,748	0
950	0	H&T	Essential Works on Guided Busway	950	0	950	0	0
1,250	0	H&T	Step Survey and Works	250	0	250	0	0
			Project Delivery					
49,006	0	H&T	Ely Crossing	0	47	47	-720	0
145,952	0	H&T	Guided Busway	2,747	-2,747	0	22	0
4,690	0	H&T	Cambridge Cycling Infrastructure	203	214	417	17	0
33,500	0	H&T	King's Dyke	0	-3,348	-3,348	143	0
1,181	0	H&T	Emergency Active Fund	0	72	72	56	0

Scheme Budget £000	Scheme Forecast Variance £000	Committee	Scheme	Original 2024-25 Budget as per Business Plan £000	Budget Changes in Year £000	Revised Budget for 2024-25 £000	Actual Spend (August) £000	Forecast Variance Outturn (August) £000
1,883	0	H&T	Wisbech Town Centre Access Study	0	109	109	31	0
6,795	0	H&T	Wheatsheaf Crossroads	5,020	-4,618	402	20	0
7,901	0	H&T	March Future High Street Fund and Broad Street	1,996	1,052	3,048	1,749	0
7,905	0	H&T	St Neots Future High Street Fund	5,524	-2,671	2,853	923	14
3,329	0	H&T	March Area Transport Study - Main schemes	377	-272	105	196	0
7,000	0	H&T	March Area Transport Study Phase 2	0	400	400	0	0
2,740	0	H&T	St Ives local Improvements	1,015	-201	814	389	493
6,000	0	H&T	A141 and St Ives Improvement	3,072	-1,770	1,302	229	0
4,000	0	H&T	A10 Ely to A14 Improvements	1,532	-708	824	86	0
550	0	H&T	Witchford A10 Non-Motorised Users	0	230	230	61	52
2,860	0	H&T	Transforming Cities Fund	0	829	829	365	-31
2,891	0	H&T	Southern Busway Widening – widening of maintenance track	2,441	-1,740	701	614	156
1,230	0	H&T	Soham Wicken Non-Motorised Users	924	31	955	12	-455
1,192	0	H&T	Active Travel 4	0	427	427	68	-10
1,100	0	H&T	Active Travel 4 – Extension	0	1,100	1,100	0	0
13,283	0	H&T	Street Lighting LED	7,099	-2,822	4,277	10	0
			Transport Strategy and Network Development					
1,665	0	H&T	CaPCAM and Electric Vehicles	0	353	353	412	0
			Planning, Growth & Environment					
8,000	0	E&GI	Waste Infrastructure	5,521	-2,143	3,378	8	0
20,367	0	E&GI	Waterbeach Waste Treatment Facilities	18,338	-18,338	0	10	0
1	0	E&GI	Reallocation and funding of cost cap for Northstowe phase 1	834	-834	0	0	0
			Climate Change & Energy Services					
14,170	0	E&GI	Swaffham Prior Community Heat Scheme	2,730	-1,530	1,200	162	0
5,686	0	E&GI	St Ives Smart Energy Grid Demonstrator scheme	0	475	475	6	0
9,065	0	E&GI	Babraham Smart Energy Grid	1,287	1,824	3,111	355	0
8,595	0	E&GI	Stanground Closed Landfill Energy Project	0	40	40	-15	0
150	0	E&GI	Woodston Closed Landfill Energy Project	0	0	0	0	0
32,649	0	E&GI	North Angle Solar Farm, Soham	3,478	343	3,821	649	0
635	0	E&GI	Fordham Renewable Energy Network Demonstrator	0	0	0	0	0
3,047	0	E&GI	Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	1,919	-69	1,850	0	0
500	0	E&GI	Environment Fund - Oil Dependency	167	0	167	0	0
300	0	E&GI	Treescape Fund (Natural capital)	0	31	31	7	0
3,145	0	E&GI	School Ground Source Heat Pump Projects	0	52	52	15	0
157	0	E&GI	Cambridge Electric Vehicle Chargepoints - On-street	0	0	0	-47	0
928	0	E&GI	Alconbury Civic Hub Solar Car Ports	0	0	0	10	10
3,499	0	E&GI	Environment Fund- Decarbonisation Fund - School Education Capital	0	0	0	45	0
			Connecting Cambridgeshire					
26,289	0		Connecting Cambridgeshire	5,454	-875	4,579	1,471	0
3,162	0		Capitalisation of Interest	984	0	984	0	0
682,160	0			130,491	-31,047	99,444	18,255	-3,861
-98,433			Capital Programme variations	-30,810	205	-30,605	0	3,861

Scheme Budget	Scheme Forecast Variance	Committee	Scheme	Original 2024-25 Budget as per Business Plan	Budget Changes in Year	Revised Budget for 2024-25	Actual Spend (August)	Forecast Variance Outturn (August)
£000	£000			£000	£000	£000	£000	£000
583,727	0		Total including Capital Programme variations	99,681	-30,842	68,839	18,255	0

The table above outlines the results of a thorough review that has been undertaken for each scheme to provide a profile that is based on an assessment of risk and deliverability. Based on this reprofiling, there are two schemes with significant variances (>£250k) to report.

The schemes with a significant variance (>£250k) either due to changes in phasing or changes in overall scheme costs to be reported this month can be found below.

Ref	Directorate/ Committee	Commentary vs previous month	Scheme	Scheme Budget	Budget for 2024-25	Forecast Outturn Variance	Cause	Commentary
				£000	£000	£000		
a	H&T	New	Safety Schemes	2,800	600	-504	Slippage	The safety schemes budget has been identified as a critical fund for the International Road Assessment Programme (iRAP). The iRAP report has been delayed and is now due to be published for the December Committee Cycle. Once the iRAP report has been analysed and schemes identified this fund will be used to begin the programme of small works around the iRAP aspirations of creating safer roads and roads side supporting our Vision Zero values.
b	H&T	Updated	Carriageway & Footway Maintenance incl. Cycle Paths	36,720	7,154	-624	Slippage	This slippage relates to two projects c.£550k is linked to a surfacing project which can't commence until a GCP funded scheme has been completed. This scheme has now moved into delivery in 25/26, so this funding has been moved accordingly, c.£60k is linked to a footway project which upon further investigation requires significantly more funding than has been allocated, this will be reprofiled for delivery in 25/26 also, with further funding assigned.
c	H&T	Unchanged	A14 De-trunking	24,750	8,561	-2,568	Slippage	The 24-25 contained an allowance of 30% for risk and optimism bias due to CCC not knowing what state the asset would be in when handover from National Highways was completed. This hasn't yet been applied to the figure in the FMR, which has now been adjusted to account for this.

								<p>Of the total amount Structures have been assigned c.£3.2m for spend in 24-25 of the £8.5m, following a check and challenge of this budget, it has emerged that most schemes will be in development & design through 24-25 and will not be ready for delivery until 25-26 FY. £750k identified for spend in 24-25 from this budget.</p> <p>To mitigate underspend against previous forecast as much as possible the team are actively working to identify further projects which could be designed and delivered before the end of 24-25.</p>
d	H&T	New	St Ives Local Improvement	2,740	814	493	Ahead of profile	Additional schemes are being delivered in FY24-25 following discussion with the scheme funder due to available funding and resource.
e	H&T	New	Soham Wicken Non-Motorised Users	1,230	955	-455	Slippage	Planned construction start date has been delayed pending further survey work and licencing requirements for protected species along the route. Work is anticipated to commence in 24-25, with completion early in 25.26.

3.2 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.

3.3 Capital Funding

Original 2024-25 Funding Allocation as per Business Plan £000	Source of Funding	Budget Carried- forward 2024-25 £000	Budget Revisions 2024-25 £000	Revised Budget for 2024-25 £000	Forecast Spend - Outturn (August) £000	Forecast Variance - Outturn (August) £000
13,672	Local Transport Plan	4,552	-2,065	16,159	15,377	-782
14,693	Other DfT Grant Funding	2,602	921	18,216	15,768	-2,448
10,435	Other Grants	952	-5,954	5,433	5,433	0
5,149	Developer Contributions	276	-974	4,451	4,451	0
73,097	Prudential Borrowing	5,515	-39,047	39,545	38,880	-665
13,465	Other Contributions	3,637	-1,462	15,640	15,674	34
-30,810	Capital Programme Variations	0	205	-30,605	-26,744	3,861
99,681	Total including Capital Programme Variations	17,534	-48,376	68,839	68,839	0

Appendix 4 – Savings Tracker

4.1 Place & Sustainability Savings Tracker 2024-25 Quarter 1

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	H&T	2024-25 saving	C/R.6.221	Street lighting energy savings	-977	-166	811	83%	Red	<p>The energy calculation in the previous forecast was based upon has been updated taking account of the rates on the new energy framework. The current projections are that the energy costs will reduce by c.40% hence the reduction in return on investment. This risk has always been key to business case in relation to payback, clearly this can fluctuate throughout the year, but this is the latest information available to CCC.</p> <p>Delay to LED programme now due to start in September due to slow DoV sign of by PFI provider. Although the LEDs will not make the whole saving, the reduction in electricity costs means that there is not actually an overall pressure this year.</p>
P&S	H&T, E&GI, CSMI	2024-25 saving	C/R.6.231	Management efficiencies	-75	0	75	100%	Black	Savings from the restructure will not be met through staffing changes due to the related one-off costs, and instead the savings will be met in year by vacancy savings for the teams. Savings will be fully achieved in future years.
P&S	H&T	2024-25 income	C/R.7.102	Review and re-baselining of P&S income	-400	-400	0	0%	Green	On track
P&S	E&GI	2023-24 cfwd	C/R.7.106 (2023-24)	St Ives Smart Energy Grid - Income Generation	-116	-34	82	71%	Amber	The project is due to energise end of November 2024 to export electricity to the grid until on-site demands are connected and supplied. This project will supply wholesale electricity to the grid and retail electricity to customers on site via EV charging and direct supply. Wholesale electricity prices have reduced since last year reflecting market changes and hence the income reductions.

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	E&GI	2023-24 cfwd	C/R.7.107 (2023-24)	Babraham Smart Energy Grid - Income Generation	-462	-60	402	87%	Amber	Two thirds of the smart energy grid is complete and the last third under construction. The timeline for energisation has shifted to February 2025 due to the private wire connection final works at CUH, being shifted back to October 2024. Electricity not used on the park and ride for EV charging and lighting will be sold directly by private wire to CUH to supplement their requirements.
P&S	E&GI	2023-24 cfwd	C/R.7.109 (2023-24)	North Angle Solar Farm, Soham - Income Generation	-3,943	-709	3,234	82%	Red	The wholesale electricity price forecasts for exporting electricity to the grid reduced at the end of 2023 impacting income forecasts by almost 50%. In addition, a short delay connecting the private wire and NASF to the distribution network and a ramping up of generation export from 20%-100% over time, impacts the overall income forecasts for 24/25. This is the mobilisation of a significant power station.
P&S	E&GI	2023-24 cfwd	C/R.7.110 (2023-24)	Swaffham Prior Community Heat Scheme - Income Generation	-521	-181	340	65%	Red	64 homes are connected and further connections will be made ahead of and during the heating season supported by the private wire which is due to energise August/Sept. The private wire provides the additional electrical capacity for further home connections. The project is behind its forecast connection programme in part due to the connection of the additional electrical capacity.
P&S	CSMI	2024-25 income	C/R.7.140	Recharge for shared regulatory services with Peterborough City Council	-68	-68	0	0%	Green	On track
P&S	CSMI	2024-25 income	C/R.7.143	Increased income from registration services	-125	-94	31	25%	Amber	Additional revenue from new bespoke ceremonies, and statutory fee increases is on track to meet saving target. Reporting as Amber as ceremony revenue from Approved Venues is down as they are experiencing a downturn in the market, this outside the control of the council.

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	E&GI	2024-25 income	C/R.7.147	Connecting Cambridgeshire - additional funding	-16	-16	0	0%	Green	On track
P&S	H&T	2024-25 income	C/R.7.150	Application of Parking Surplus	-512	-512	0	0%	Green	Changes to be implemented in March 24
P&S	H&T	2024-25 income	C/R.7.203	Surplus income other parking fees and permits	-129	-129	0	0%	Green	Changes to be implemented in April 24
P&S	H&T	2024-25 income	C/R.7.204	Street works permitting fees	-158	-158	0	0%	Green	Income predicted to roll forward on same basis as in 2023/24 with current high levels of applications for street works / TTROs.

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	H&T	2023-24 cfwd	B/R.6.220 (2023-24)	Highways Materials Recycling	-100	0	100	100%	Black	<p>This package of work has been taken on by Project Delivery from February 24 and we are working up a detailed business case with the supply chain to validate assumptions made in business planning.</p> <p>Key risk to this projected saving:</p> <ul style="list-style-type: none"> - We are talking about a temporary facility in March at this time which is restricted by planning and licencing, in particular impacting productivity due to constraints on scale. - An operational facility should the business case stack up will not be in place until August at the earliest. We would then need a programme of revenue funded work which would align to the material being produced, (note this could be difficult as the majority of this work is to some extent reactive with specific timescales for completion). - The rest of the work where this material would be used is capitally funded, so any savings allocated to the use of this recycled material would result in more work being done on site, rather than a revenue saving. - Any revenue subsidised by making use of income through selling of the material to third parties only comes should we have plans for a larger scale operation and is dependent on a full business case being produced which provides certainty around the market for the product given the upfront investment required.

Directorate	Committee	Type	Business Plan Reference	Title	Planned Savings 2024-25 £000	Forecast Savings £000	Variance from Plan £000	% Variance	RAG	Forecast Commentary
P&S	H&T	2024-25 saving	C/R.6.220	Highways recycling of waste to reduce waste disposal costs	-150	0	150	100%	Black	<p>This package of work has been taken on by Project Delivery from February 24 and we are working up a detailed business case with the supply chain to validate assumptions made in business planning.</p> <p>Key risk to this projected saving:</p> <ul style="list-style-type: none"> - We cannot proceed presently with dewatering at the current time as there is a need for a permanent setup which drains into a third parties system. - There is not enough space within the depot footprint for this facility in March plus room to store road plannings for recycling (on a scale needed to make cold recycling process more viable commercially). - There would be a saving in the cost of disposal of non-hazardous waste as opposed to hazardous should a solution come online at a later date. - The aspirations on both options was to have a super depot which had enough space for permanent facilities.

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 Appendix

5.1 Grant Income Analysis

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	DLUHC	3,944
Waste PFI grant	DLUHC	2,570
Bikeability	DFT	413
Public Health	Other	205
Woodland Creation	DEFRA	150
Non-material grants (+/- £60k)	Various	166
Total Non-Baselined Grants 24-25		7,449

5.2 Virements and Budget Reconciliation

Virements between Place and Sustainability and other service blocks

	£'000	Notes
Budget as per Business Plan (BP)	72,799	
Waste Disposal including PFI	100	Adjust Legal budget P&S with Waste
Energy Services	1,001	North Angle and Swaffham Prior debt charges budget correction
Current Budget 2024-25	73,900	

5.3 Reserves Schedule

5.3.1 Place and Sustainability Earmarked Reserve Schedule

Fund Description / Budget Heading	Opening Balance 2024-25 £000	Movemen t2024-25 £000	Balance at 30 th June 2024 £000	Yearend Forecast Balance £000	Notes
Other Earmarked Funds					
Strategic Framework Priorities Reserves:					
Directorate priorities	1,469	0	1,469	1,156	Funding highways apprenticeships for 3 years and directorate led priorities
Corporate risk reserves relating to services in this directorate:					
Waste risks	1,000	0	1,000	0	To cover landfill tax costs
Coroners risks	255	0	255	0	Reserve specifically held for complex cases.
Other risk reserves	68	0	68	38	
Ringfenced Reserves:					
Developer commuted sums	5,769	-3,491	2,278	2,196	Amount for future maintenance held as agreed with developers
Ringfenced account	2,854	0	2,854	2,089	Surpluses for on-street parking to be used on Highways related work
Proceeds of crime	184	0	184	0	
Connecting Cambridgeshire	65	0	65	0	
Other ringfenced contributions	110	412	522	472	
TOTAL EARMARKED RESERVES	11,775	-3,079	8,696	5,951	

5.3.2 Place and Sustainability Capital Reserve Schedule

Fund Description / Budget Heading	Opening Balance 2024-25 £000	Movemen t2024-25 £000	Balance at 30 th June 2024 £000	Yearend Forecast Balance £000	Notes
Capital Reserves					
Capital Grants	25,445	0	25,445	18,736	
Capital Contributions	749	-412	337	321	
TOTAL CAPITAL RESERVES	26,194	-412	25,782	19,057	

Highways and Transport Policy and Service Committee Agenda Plan

Published on 23 September 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
01/10/24	Local Highway Improvement 2024-25 Programme	J Rutherford	2024/081	19/09/24	23/09/24
	Local 20mph 2024-2025 Programme	J Rutherford	2024/050		
	Procurement of Civil Parking Enforcement Services	P Hammer	2024/064		
	Integrated Transport Block Funding Allocation 2025-26	C Rutangye	2024/080		
	St Ives and Fulbourn 20mph Zone and Speed Limit Schemes	S Hansen	Not applicable		
	Finance Monitoring Report – August 2024	S Heywood	Not applicable		
04/10/24 Special Meeting	Mill Road Bridge Permanent Traffic Regulation Order	D Allatt	2024/082	24/09/24	26/09/24

03/12/24	Bus CCTV Procurement	C Ross-Bain	2024/017	21/11/24	25/11/24
	Active Travel Maintenance Hierarchy Adoption Plan	M Atkins	Not applicable		
	Road Safety/Vision Zero	S Burgin	Not applicable		
	International Road Assessment Programme	S Burgin	Not applicable		
	Prioritisation of Highways Maintenance Capital Programme	M Atkins	Not applicable		
	Procurement Strategy	D Allatt	Not Applicable		
	Highways and Transport Performance Report – Q2	R Springbett	Not applicable		
	Risk Sixth Month Update	F Jordan	Not applicable		
	Finance Monitoring Report – October 2024	S Heywood	Not applicable		
21/01/25	Highways and Transport Performance Report – Q3	R Springbett	Not applicable	09/01/25	13/01/25
	Scrutiny of Draft Business Plan and Budget	F Jordan	Not applicable		
	Southern Busway Widening	D Mitchell	2025/009		
	Resident Scheme Parking Policy Review	N Gardner	2025/007		
04/03/25	Finance Monitoring Report – January 2025	S Heywood	Not applicable	20/02/25	24/02/25
	Residents Parking Policy Review	N Gardner	2025/007		
17/07/25	Highways and Transport Performance Report – Q4	R Springbett	Not applicable	07/07/25	10/07/25
	Finance Monitoring Report – August 2024	S Heywood	Not applicable		
	Finance Monitoring Outturn Report – 2024/2025	S Heywood	Not applicable		

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

