

ECONOMY AND ENVIRONMENT COMMITTEE



Date: Thursday, 12 October 2017

Democratic and Members' Services
Quentin Baker
LGSS Director: Law and Governance

10:00hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Kreis Viersen Room
Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

- 1. Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
- 2. Minutes 14th September 2017 Economy and Environment Committee** **5 - 14**
- 3. Minutes Action Log** **15 - 22**
- 4. Petitions and Public Questions**
At the date of publication one petition had been received with over 50 signatures regarding reinstatement of the previous provision of the number 17 bus service at Cherry Hinton
- 5. Supported Bus Services - Total Transport Members Steering Group** **23 - 34**
- Terms of Reference

KEY DECISIONS

6.	Transport Investment Plan (TIP) Scheme List	35 - 70
-----------	--	----------------

OTHER DECISIONS

7.	Huntingdonshire's Local Plan to 2036 - Consultation Draft 2017	71 - 88
8.	Uttlesford Local Plan Consultation Draft	89 - 98
9.	Central Bedfordshire Local Plan Draft Plan July 2017	99 - 112
10.	Finance and Performance Report for the period to the end of August 2017	113 - 144
11.	Service Committee Review of Draft Revenue and Business Planning Proposals for 2018-19 to 2022-2023	145 - 200

OTHER BUSINESS

12.	Economy and Environment Training Plan	201 - 204
13.	Agenda Plan Economy and Environment Policy and Service Committee	205 - 210
14.	Date of Next Meeting - 16th November 2017	

The Economy and Environment Committee comprises the following members:

Councillor Ian Bates (Chairman) Councillor Tim Wotherspoon (Vice-Chairman)

Councillor Donald Adey Councillor David Ambrose Smith Councillor David Connor Councillor Ryan Fuller Councillor Derek Giles Councillor Noel Kavanagh Councillor Steven Tierney Councillor John Williams

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

Clerk Name: Rob Sanderson

Clerk Telephone: 01223 699181

Clerk Email: rob.sanderson@cambridgeshire.gov.uk

The County Council is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens. These arrangements operate in accordance with a protocol agreed by the Chairman of the Council and political Group Leaders which can be accessed via the following link or made available on request: <http://tinyurl.com/ccf-film-record>.

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting the Democratic Services Officer no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution <https://tinyurl.com/CCCprocedure>.

The Council does not guarantee the provision of car parking on the Shire Hall site and you will need to use nearby public car parks <http://tinyurl.com/ccf-carpark> or public transport

ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday 14th September 2017

Time: 10.00 a.m. to 11.25 p.m.

Present: Councillors: D Adey, D Ambrose-Smith, I Bates (Chairman), R Fuller, N Kavanagh, L Harford (substitute for S Tierney), J Williams and T Wotherspoon (Vice Chairman).

Apologies: Councillors D Connor, D Giles and S Tierney.

34. DECLARATIONS OF INTEREST

Cllr Harford declared a non-statutory disclosable interest as a member of the Planning and Joint Development Control Committees and left the room before the discussions on minutes 39 and 40 as these were issues that were likely to go forward to the aforementioned committees.

In advance of consideration of the report on the Trumpington Park and Ride Report Councillors Kavanagh and Williams highlighted for the record that they were on the Greater Cambridge Partnership Assembly with Councillor Bates and Wotherspoon stating that they were Members of the Greater Cambridge Partnership Board which was included on their declarations of interest forms.

35. MINUTES

The minutes of the meeting held on 13th July 2017 were agreed as a correct record.

36. MINUTE ACTION LOG

The Minute Action Log update was noted. Councillor Kavanagh highlighted the response to action 3 on the Bikeability Cycle Training Report identifying that seeking volunteers to undertake future cycle training would be more expensive than contributing to the current government scheme for the reasons highlighted.

37. PETITIONS AND PUBLIC QUESTIONS

No petitions were received.

38. A10 ELY TO KING'S LYNN STUDY

The Committee received a report to consider the Technical Report on the A10 corridor between Ely and King's Lynn which followed on from the Motion agreed by Council on 10th May 2016 Instructing the Chief Executive to:

- Commission a further high level economic and route options study for the A10 north of Cambridge to complement the existing A10 study for use in future bidding exercises
- Work with Norfolk County Council to develop a case for whole route improvement from Cambridge to Kings Lynn
- Work with the two Local Enterprise Partnerships to develop funding bids for the development and delivery of a scheme of improvement on the A10 north of Cambridge
- Continue to lobby government for improvements to the whole of this vital route.

The Study was developed in four stages. Stages 1 and 2 forming the baseline study, analysing existing transport conditions, with Stage 3 analysing the impact that projected future housing and employment growth was likely to have on the network and Stage 4 to considering the economic case for investment.

The findings from Stages 1 and 2 were that:

- The A10 between the A134 roundabout north of Watlington and King's Lynn lying wholly within Norfolk was the worst performing section along the study corridor against the indicators assessed.
- The route as a whole was not nearing capacity, and could accommodate an increase in trips. However, if traffic flows continued to increase on the route, the Watlington to King's Lynn section might soon be at capacity.
- Localised queues and delays occurred at a number of junctions (e.g. the two A10 / A142 junctions at Ely, A1122 roundabout at Downham Market, and A134 roundabout as noted above).
- Travel demand and congestion levels were lower than in the Ely to Cambridge part of the A10(N) corridor.
- Accident risk analysis resulted in all the identified sections on the A10 being classified within the 'low' or 'low-medium' risk bands.

The findings from Stage 3 were that:

- Based on the projections, dualling of the whole route was unlikely to offer value for money as levels of congestion did not warrant it.
- that further work was undertaken focusing on improving link and junction capacity in Section 1 (Ely to Littleport) and Section 5 (around West Winch) of the A10.
- There might be benefit in considering localised junction capacity and safety improvements elsewhere on the corridor, together with the potential role of non-highway measures.
- Recommending that a programme of traffic surveys were carried out to complement and corroborate the results obtained to provide a robust basis for scheme and business case development.

While the analysis showed that the Ely-Kings Lynn route as a whole had accident ratings of 'low', the recommendations identified various safety improvements. As a result, the Stage 4 report recommended a series of interventions to form the basis of further detailed study work. These interventions were listed in paragraph 3.4 of the report. The report explained that a feasibility study had been commissioned to support emerging development in Ely, and design schemes which would mitigate the impact

such development would have on the local transport network, focussing on junction improvements to the A142/Lancaster Way, A142/A10 (Witchford Road) and A142/A10 (Angel Drove) roundabouts.

The report proposed:

- to extend the feasibility work to identify proposals over and above those needed to mitigate development impacts to deliver a more holistic solution for the short and medium term capacity issues. It was anticipated that longer term solutions on the A10 would be identified from the work being undertaken by the Greater Cambridge Partnership and also the Combined Authority.
- that all schemes which sit within the Cambridgeshire boundary should be considered for inclusion in the Transport Strategy for East Cambridgeshire.

In reply to issues raised in advance of the meeting by local member for Ely South , it was confirmed that Recommendation D asking the Committee "to agree to expand the scope of the feasibility study at A10/A142 junctions to consider a wider range of solutions" was a reference to the Grovemere Lancaster Way study. Regarding her concerns of any additional delay in delivering the study, assurance had been given that subject to the Committee approval, officers would be working closely with Grovemere.

In discussion:

- One Member in highlighting both the amount of proposed new housing development around Littleport / Ely and local business expansion located near to the Ely roundabouts, sought assurance that their impact had been taken into account when assessing the improvement proposals for the A10. The Member also had concerns regarding the adequacy of the road into Littleport being able to deal with this future growth pressure. In addition as a separate point he highlighted the need to prioritise the provision of a cycleway between Littleport and Ely. This was supported by other Members of the Committee. **As an action it was agreed that a meeting should be arranged between officers and Councillor Ambrose-Smith (to include Mike Davies) on the issues he had raised above.**
- Related to the above point, the Council's Cycling Champion highlighted that feedback he had been receiving was for the need to be able to cycle safely alongside the A10 and for a cycleway to be completed to allow a direct route from Cambridge to Ely. He requested a joined up approach to the planning of future cycleways to help achieve these aims. In response it was explained that the Cambridge-Ely study was looking at all modes of travel with the Greater Cambridge Partnership making positive moves on funding but needed clarity on the Combined Authority's priorities.
- As an answer to a query regarding whether there would be co-ordination on major studies such as those Ely, Ely North, the A10 with the future work of the Combined Authority to ensure no false hopes were raised or wasted effort undertaken, assurance was provided that this would be the case and would include funding issues. **Action: In that the A10 was one of the priority areas for the Mayor of**

the Combined Authority, officers were asked to seek confirmation of the Combined Authority's future plans for it in writing outside of the meeting.

It was resolved unanimously to:

- (a) note the report in response to the Full Council motion of 10 May 2016,
- (b) note the Combined Authority proposals for the A10 corridor,
- (c) consider the schemes identified in the report for development, and
- (d) agree to expand the scope of the feasibility study at the A10/A142 junctions to consider a wider range of solutions.

39. TRUMPINGTON PARK AND RIDE GREATER CAMBRIDGE PARTNERSHIP PROPOSALS

The Greater Cambridge Partnership (GCP) had been assessing issues and options around the western side of Cambridge as part of the Western Orbital project, including assessing demand and options for additional Park and Ride capacity. While the work had considered potential new Park and Ride sites, it also identified opportunities to provide additional capacity at Trumpington P&R site, as a more rapid way of achieving the goal.

As the site is owned and operated by Cambridgeshire County Council, approval from the Committee was sought to permit the GCP to develop, promote and ultimately implement their proposals for which a report was to be considered at their meeting on 20th September. Paragraphs 2.4 to 2.12 provided details around three options to expand capacity at the Trumpington site.

In discussion:

- Councillors who had been at the Assembly the previous day highlighted issues raised in respect of the need for effective landscaping for any of the proposals to avoid it being a sterile environment and the need to improve safety at the site, as it was not considered a safe environment for school children. One Member stated that both of these should feature as part of any future planning application.
- Concern was expressed regarding any proposal to reduce the size of the car spaces to increase parking density. The member in stating this, highlighted that the trend was for an increase in the size of vehicles. There was the real risk that such proposals, if implemented, would put some people off from using the facility if their comfort or vehicle safety was perceived to be unduly compromised. Comfort of usage was an important factor with there already being examples of the negative impact of restricted space from some of the existing Cambridge City car parks.
- A Member raised the issue of whether a study should be undertaken on the

additional pressures that would be caused by the proposal to roll out further residents parking schemes in Cambridge. In response officers indicated that assessments had already been made on the proposals in relation to all the park and ride sites and that some still had a spare capacity within their current site design. Details had not been provided in the current report as there was still no firm dates for the extension of residents parking in Cambridge which by their nature from past experience, took a long time to implement.

It was unanimously resolved to:

to agree that Greater Cambridge Partnership should develop and implement proposals for expansion of parking and other provision at Trumpington Park and Ride.

40. LAND NORTH OF CHERRY HINTON SUPPLEMENTARY PLANNING DOCUMENT (SPD) CONSULTATION RESPONSE

The emerging local plans for Cambridge City and South Cambridgeshire allocates land for residential development at Land North of Cherry Hinton (LNCH) in accordance with the adopted Cambridge East Area Action Plan (2008). The proposed allocation comprised of approximately 47 hectares of agricultural land located between Cherry Hinton Road/Airport Way and Cambridge Airport. LNCH is planned to deliver up to 1,200 new homes with supporting infrastructure, including a primary and secondary school, employment, leisure and community facilities. Access to and from the site will be from both Coldhams Lane and Cherry Hinton Road/Airport Way for vehicles, with other potential linkages for pedestrians and cyclists provided to the surrounding area. The report explained that the route of the spine road would require careful planning to ensure it did not encourage its use as a 'rat run' for motorists. A more detailed report on this issue was due to come forward to the November Committee meeting.

Following a series of workshops, the draft Supplementary Planning Document had been published for consultation with the deadline for comments being 2nd October. The report provided the proposed County Council response for approval and comment. It was highlighted that the delivery of both a primary and secondary school and sustainable transport options were the main priorities for the County Council. Appendix 1 to the report contained the full officer response with paragraphs 2.3 to 2.8 of the cover report providing the salient issues for consideration (including that the playing fields part of the secondary school site would be in the green belt and that the gas pipeline would need to be re-located from the site proposed for the primary school). They also detailed the reasons for specific objections.

The local member for Cherry Hinton highlighted paragraph 2.8 of the report reading: *"The SPD should highlight that the requirements of the final spine road design will be determined by the County Council and local authorities prior to submission of a planning application. The wording in the consultation version suggests that this will be decided through the planning application process, but the County Council require this to be decided prior to a planning application being submitted. Therefore, officers recommend an objection on this point until the wording is altered to "prior to submission of a planning application"* On this basis she had requested to speak on behalf of both concerned local residents and at the request of Cambridge City Councillor Mark Ashton

and Councillor Russ McPherson regarding concerns that the spine road might not be a through road. Their view was that the spine road must link up at both ends without any rising bollards or other obstructions which would result in the traffic diverting and causing even greater congestion in Cherry Hinton village, especially the High Street, than was already the case. Any new housing estate built on the site must take traffic away from the village and High Street, i.e. leading towards the by-pass and Airport Way and Coldham's Lane. She highlighted that residents of Rosemary Lane and Church End were also concerned with increased traffic and would prefer it not to be directed down these streets which already had "rat running" problems.

She also highlighted concerns that the secondary school was going to be a Free School, citing the various failures and closures of such schools in the past, including press reports highlighting issues related to the employment of unqualified, teachers and large class sizes.

Questions of clarification of the local member included:

- The suggestion being made that the local member was very strongly in favour of a spine road that was effectively a bypass away from the local church, and asked if her proposals were supported by any empirical survey results. In response she indicated that all recent works in Cherry Hinton had been in respect of reducing accidents by dealing with the long term problem of speeding vehicles, especially at Rosemary Road. The Chairman commented that he had recently walked the Cherry Hinton High Street Route and was of the view that the measures in place were a vast improvement to what there had been, with both speeding and cycling issues largely addressed.

In terms of free school provision, officers in response clarified that there was interest to open such a school around Teversham but not on the site itself, and that Marshall supported the Council's proposals for a secondary school. The Council had no control over such an application and that objections needed to be directed to the Department for Education. **As an action it was agreed that officers would provide contact details to Councillor Crawford on who objectors to a free school application should write to.**

In subsequent debate:

- Concerns were expressed by two members regarding what noise mitigation measures were to be put in place, as the site was right at the end of the runway especially in respect of shielding the worst effects of airport engine noise from children out playing. It was highlighted that the runway was used not only for light training aircraft but also commercial flights and was also used to test aircraft engines. One Member who had been at an earlier briefing on Marshall's plans for a new ground run pen explained that it would reduce noise by up to 95% when running test engines, but could not be used if the wind was in the wrong direction. The Member suggested that the development should not go ahead until the ground pen had been built. In response, officers confirmed that noise mitigation was an issue for education facilities and would need to be included as part of the environmental impact assessment.

- Another member sought details regarding whether there were any cycle route plans to enable children to cycle safely from their homes to the local schools. Another member echoed the need for sustainable transport links in the planning application, including designated separate, cycle routes. He suggested the need to also establish, initially from public monies, a new bus route to run from Teversham to the site, then on to Coldham's Lane and on to the City. This could become a commercial route later when the demand for the route increased.
- Other issues raised was the need to design the homes to be future proofed to take account of the demands of a rising elderly population, the need to look to builders installing solar panels and ensuring, for environmental reasons, appropriate landscaping to be undertaken including where practicable, a tree planting programme. Officers highlighted that the Council's policy is not to accept trees planted within the adopted highway, however there was not an issue with the principle of trees in private or non-adopted areas. **It was suggested that some of the issues raised should be considered as part of a training session for new developments to be added to the Committee training programme. Action: Bob Menzies to discuss with Tamar Oviatt-Ham.**
- The need to look to providing youth club provision. In response it was explained that this would be an issue for the City and South Cambridgeshire district councils as they were responsible for specifying the provision of community facilities.

Having considered the response, it was unanimously resolved to:

- a) approve the response as set out in Appendix 1 to the report; and
- b) delegate to the Executive Director (Economy, Transport and the Environment) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

41. SERVICE COMMITTEE REVIEW OF THE DRAFT 2018-2019 CAPITAL PROGRAMME

This report provided the Committee with an overview of the draft Business Plan Capital Programme for Economy, Transport and Environment. It was part of the process set out in the Capital Strategy whereby the Council updates, alters and refines its capital planning over an extended planning period. New schemes are developed by Services and all existing schemes are reviewed and updated as required before being presented to the Capital Programme Board and subsequently Service Committees for further review and development.

The revised draft Capital Programme for Economy Transport and Environment (ETE) is as set out overleaf

Service Block	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000	2022-23 £'000	Later Yrs £'000
Economy, Transport and Environment	34,250	25,232	17,631	18,561	20,098	19,182

This is anticipated to be funded by the following resources:

Funding Source	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000	2022-23 £'000	Later Yrs £'000
Grants	18,730	16,108	16,686	17,668	16,664	21,662
Contributions	9,752	3,473	200	1,000	1,000	9,700
Borrowing	5,768	5,651	745	-107	2,434	-12,180
Total	34,250	25,232	17,631	18,561	20,098	19,182

The full list of ETE capital schemes was shown in the draft capital programme at Appendix 1 of the report with Table 4 listing the schemes with a description and with funding shown against years. Table 5 showed the breakdown of the total funding of the schemes.

In respect of Integrated Transport and Operating the Network it was explained that this was mainly funded by Local Transport Plan grant funding from the Department for Transport as well as schemes funded by developer contributions. The assumption being that funding that now went via the Combined Authority would now be passported across to Cambridgeshire.

The main changes to existing schemes for the Economy and Environment Committee were in respect of the following as detailed in paragraphs 5.8.1 -5.8.3 in the report:

- Ely Crossing and Kings Dyke
- Guided Busway
- Energy Efficiency Fund

In reply to a question regarding when the retention ran out on the Guided Busway it was explained that it was 10 years from completion, which was 2021. It was clarified that currently the Council were still withholding payments.

It was unanimously resolved:

- To note the overview and context provided for the 2018-19 Capital Programme for Economy Transport and Environment.
- To note the draft proposals for Economy Transport and Environment's 2018-19 Capital Programme and endorse their development.

42. FINANCE AND PERFORMANCE REPORT – JULY 2017

Economy and Environment Committee received the latest Finance and Performance Report for the period to the end of July 2017 to enable them to both note and comment on the projected financial and performance outturn position.

It was highlighted that:

Revenue: That at this stage of the year ETE was forecasting an overspend of £177K. There was an estimated £1m pressure on waste which came under Highways and Community Infrastructure Committee with underspends on the Concessionary Fares budget estimated at £400k which were being used to partially offset this pressure.

Capital; Pressures relating to land purchase for the Kings Dyke overpass and pressures on the Ely Southern Bypass Scheme were detailed in Appendix 6 of the report with the pressures being reviewed, and if possible, mitigated with any further residual pressure to be addressed.

Performance: on the revised suite of fourteen performance indicators, two were currently showing as red (Local bus journeys originating in the authority area and the average journey time per mile during the morning peak on the most congested routes) three were showing as amber, and nine green. At year-end the current forecast was that only one performance indicator would be red (Local bus journeys originating in the authority area).

In discussion issues raised included:

- One Member expressed concern regarding the potential further delay to the Kings Dyke overpass and requested additional information regarding the pressures referred to in the report. In response it was explained that officers were working hard with the contractor and landowner to reduce the current £3m overspend on the budget which would need to be managed within the Capital Programme and assurance was given that this would not lead to a delay in undertaking the scheme.
- On page 90 under the heading 'County Planning Minerals and Waste' and the text reading "*Current underspend related to an increase in income due to an un-budgeted large planning application fee. The remainder of the underspend is due to a difficulty in filling a technical vacancy*" there was a request for additional information. Regarding the vacancy this was due to the current problems in recruiting planners as the Council could not compete with the pay offered by the private sector or some other authorities. **The Lead officer would investigate the detail of the fee and report back to the Vice Chairman outside of the meeting. Action: Bob Menzies.**
- As a follow up to the above another Member asked whether it was possible to utilise Planning Performance Agreement fees to ensure they recovered the full costs involved.

- There was a request for a future all member seminar to include districts and bus operators for a joined up overview to be scheduled in respect of the Bus Services Act 2017 - **Action Bob Menzies to discuss with Head of Passenger Transport and Democratic Services (Dawn Cave)**
- With reference to page 99 - Performance Indicator titled “Out of work benefit claimants – narrowing gap between the most deprived areas (top 10% and others) there was a request from one Member for officers to consider refining it further so that it measured the differential between the highest and lowest areas of the County, with the Member who had raised it commenting that the final target as an aggregation, did not reflect what was happening in the most deprived areas and that it would be better shown as a ratio rather than a set target. He highlighted that deprivation in areas such Cambridge were likely to be less than in other deprived areas of the County where unemployment as a percentage of the working population was higher and this could skew the final % figure thereby making it unrepresentative. **Action: Bob Menzies agreed to take the suggestion away for further consideration.**

Having reviewed and commented on the report,

It was resolved to:

note the report.

43. ECONOMY AND ENVIRONMENT COMMITTEE FORWARD AGENDA PLAN

Having received the forward agenda plans as set out in the agenda:

It was resolved to note the agenda plan with the following additions / potential additions:

- Planning Obligations Strategy likely to move from October to November
- New addition to November - Land North of Cherry Hinton (Spine Road)
- Adult Learning Self-Assessment Report to be deleted from November as this Service has moved to be within the responsibility of Communities and Partnership Committee and will go to their Committee Meeting in December.
- December meeting likely to have the following additions:
 - St Neots Northern Foot and Cycle Bridge – Project Update
 - Wisbech Access strategy recommendation of schemes to access £10.5m Growth Deal Funding

44. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 12th OCTOBER 2017

Chairman: 12TH October 2017

**ECONOMY AND
ENVIRONMENT COMMITTEE****Minutes - Action Log**Cambridgeshire
County Council

This is the updated minutes action log as a 2nd October 2017 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

ACTIONS FROM MINUTES OF THE 13th JULY 2017 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
16.	BIKEABILITY CYCLE TRAINING a) Cross subsidy from Public Health	Bob Menzies / Liz Robin	The Council Cycling Champion asked whether a cross subsidy could be sought from the Health budget. Officers were asked to investigate this request further.	<p>Public Health already provide some financial assistance to ETE on other projects and they are currently progressing a significant savings programme due to cash reductions in the national ring-fenced Public Health grant, which have so far totalled a £3M (annual recurrent) reduction since 2015/16, with further reductions planned of £0.7M in 2018/19 and £0.7M in 2019/20. This requires challenging transformations to direct services which will be considered by Health Committee in October.</p> <p>In this context, the Health Committee, while supportive of the role of active transport in maintaining health and wellbeing, is unlikely to be able to</p>	ACTION ONGOING

				<p>identify funding for new proposals for support such as investment into Bikeability.</p> <p>An oral update will be provided at the meeting.</p>	
	b) Lobbying the Department of Transport through the LGA	Mike Davies	<p>The original action was for the Chairman to write to the Local Government Association (LGA) to ask them to lobby the Department for Transport regarding retaining the same level of funding.</p>	<p>At the September meeting it was reported that a letter had been sent to Mark Lloyd at the LGA on 9th August which was included as a separate Appendix 1 to the action log.</p> <p>A response has now been received attached as a separate appendix to this Action Log. Mike Davies has since spoken to Andrew Jones from the LGA, and provided him with supporting background reports / research. As a result, the LGA have confirmed that they will be taking up the case on behalf of local authorities with DfT.</p> <p>Any progress update will be reported back on this action log.</p>	ACTION ONGOING
18.	ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN – SEMINAR ON THE COMBINED AUTHORITY	Democratic Services	<p>There was a request for a seminar on how the functions of the E and E Committee fitted into the decision making process in relation to the terms of reference of both the Combined Authority and the Greater Cambridge Partnership.</p>	<p>This was originally to be included as part of the Monthly member seminar programme. The Combined Authority are currently considering the best way to present the information to all Cambridgeshire and Peterborough Councillors (including presentations to district councillors)</p> <p>No date has as yet been confirmed.</p>	ACTION ONGOING

ACTIONS FROM THE 10TH AUGUST COMMITTEE

Minute No.	Report Title	Action to be taken by	Action	Comments	Status
30.	OUTSTANDING APPOINTMENTS TO PARTNERSHIP LIAISON AND ADVISORY GROUPS - Huntingdon Bid Board	Cllr Sanderson	Huntingdon Bid Board - Councillor Sanderson volunteered to approach the Independent Group for a nomination to the one place required.	Further to the requested Councillor Giles has confirmed that he is happy to be the Committee appointment.	ACTION COMPLETED

ACTIONS FROM THE 22ND SEPTEMBER COMMITTEE

38.	A10 ELY TO KING'S LYNN STUDY a) Meeting to be arranged between officers and Cllr Ambrose Smith	Colum Fitzsimmons	<p>A) The meeting to discuss further the following issues raised at the Meeting:</p> <ul style="list-style-type: none"> the impact of proposed new housing development around Littleport / Ely and the local business expansion when assessing the improvement proposals for the A10. The need to prioritise the provision of a cycleway between Littleport and Ely 	A meeting was set up shortly after the Committee.	ACTION COMPLETED
-----	---	-------------------	---	---	-------------------------

	b) Seeking confirmation from Mayor of the Combined Authority regarding priority status of improvements to the A10		B) In that the A10 was one of the priority areas for the Mayor of the Combined Authority, officers were asked to seek confirmation of the Combined Authority's future plans for it in writing outside of the meeting.	Ongoing at the time of preparing this action log.	ACTION ONGOING
40.	LAND NORTH OF CHERRY HINTON SUPPLEMENTARY PLANNING DOCUMENT (SPD) CONSULTATION RESPONSE a) Information to be provided to Cllr Crawford	Colum Fitzsimmons	Report author to contact Education to obtain details of who Councillor Crawford should write to object against any proposal for a free schools.	Rob Lewis from education made contact with Cllr Crawford shortly after the meeting to arrange a meeting to discuss the free school matters raised at Committee.	ACTION COMPLETED
	b) New Developments future seminar	Bob Menzies to discuss with Tamar Oviatt-Ham.	Issues raised in discussion was the need to: <ul style="list-style-type: none"> design the homes to be future proofed to take account of the demands of a rising elderly population, 	This was still to be arranged.	ACTION ONGOING

			<ul style="list-style-type: none"> • look to builders installing solar panels where possible • appropriate landscaping to be undertaken including where practicable, a tree planting programme. 		
42.	FINANCE AND PERFORMANCE REPORT a) Response for Cllr Wotherspoon on details of a large unbudgeted planning application fee	Bob Menzies	Page 90 County Planning and Minerals Reference text reading “underspend due to increase in income due to unbudgeted large planning application fee” Councillor Wotherspoon requested details.	Cllr Wotherspoon was provided with the .An explanation at the end of the meeting.	ACTION COMPLETED
	b) Member Seminar - Bus Transport Bill	Paul Nelson / Dawn Cave	Request for Friday Member seminar slot on implications for County Council and District Councils of the Bus Transport Bill.	A slot has been reserved on the 2 nd February 2018 Member seminar.	ACTION COMPLETED

	<p>c) Request for review of the Performance Indicator titled 'Out of work benefit claimants – narrowing the gap between the most deprived areas (top 10% and others)'</p>	<p>Bob Menzies / Tom Barden</p>	<p>There was a request to consider refining it so that it measured the differential between the highest and lowest areas of the County, as the final target as an aggregation, did not reflect what was happening in the most deprived areas with the suggestion that it would be better shown as a ratio rather than a set target.</p>	<p>A meeting was due to be held with the Head of the Business Intelligence Unit to discuss this further.</p>	<p>ACTION ONGOING</p>
--	--	--	---	--	------------------------------

From the Chief Executive
Mark Lloyd

Cllr Ian Bates
Chairman Economy and Environment Committee
Cambridgeshire County Council
Shire Hall
Cambridge CB3 0PA

13 September 2017

Dear *Ian*

Thank you for your letter, it is good to hear from you and it was good to see you in Birmingham.

On the bikeability scheme, we agree with your assessment that the continued success of bikeability is evidenced by the scheme being oversubscribed. We believe that the scheme has considerable advantages for local areas and will help deliver on a number of different agendas that are important to local government like reducing congestion, improving air quality and combating low physical activity.

Building on our recent work on congestion, the LGA intends to examine ways in which councils have enabled modal shift and encouraged residents to make as many journeys as possible by active transport. Clearly the behaviours that are learnt in childhood and the habits formed at a young age are a key way to influence the way in which people travel. By teaching children to cycle councils can have a big impact on encouraging more sustainable transport.

As part of our [work](#) we will be examining our lobbying priorities and we will investigate whether the Government should increase the funding available for bikeability schemes. We will also enquire about the department's future plans for bikeability and what work they have done to appraise the benefits of this expenditure.

I will ask colleagues here to discuss the issue further with your team in Cambridgeshire to better understand the precise nature of the issue you have had and how we can most effectively communicate the effectiveness of the scheme to the Government. I would be grateful if you could put the relevant officers in touch with Andrew Jones (andrew.jones@local.gov.uk) and Kamal Panchal (kamal.panchal@local.gov.uk).
paulette.hamilton@birmingham.gov.uk

Yours sincerely



Mark Lloyd
Chief Executive

SUPPORTED BUS SERVICES - TOTAL TRANSPORT MEMBER STEERING GROUP TERMS OF REFERENCE

To: **Economy and Environment Committee**

Meeting Date: **12 October 2017**

From: **Executive Director, Economy, Transport and Environment**

Electoral division(s): **All**

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

Purpose: **To agree the Terms of Reference for the review of supported bus services.**

Recommendation: **Committee is recommended to:**

- a) Agree to amend the responsibility of the current Total Transport Member Policy Steering Group;**
- b) Agree to the proposed amendments as set out in para 2.2-2.5 to the Terms of Reference, and;**
- c) If a) and b) are approved, to appoint an additional four members to the Total Transport Member Policy Steering Group.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Paul Nelson	Names:	Councillors Ian Bates / Cllr Wotherspoon
Post:	Interim Head of Passenger Transport Services	Post:	Chair/Vice-Chair
Email:	paul.nelson@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk timothy.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 715608	Tel:	01223 706398

1. BACKGROUND

- 1.1 At the Economy & Environment Committee on 10th August 2017 it was requested that officers undertake a full Countywide review of contracted bus services and community transport provision with a view to identifying further efficiencies and alternative means of provision.
- 1.2 It was further requested that officers come back to Committee with Terms of Reference for the Review to include members as part of the review group.

2. MAIN ISSUES

- 2.1 It is proposed to amend the Terms of Reference for the existing Total Transport Member Steering Group and that this Group's membership and remit be increased accordingly. This is believed to be the best approach rather than have two different groups as it will help to explore any potential synergies between the work streams. The current terms of reference for this Group are attached in Appendix A.

- 2.2 The background to the Terms of Reference could be amended to add the following paragraph:

At the Economy & Environment Committee on 10th August 2017 it was requested that officers undertake a full Countywide review of contracted bus services and community transport provision with a view to identifying further efficiencies and alternative means of provision, and that members are included as part of this review group.

- 2.3 It is suggested to amend the membership of the group and consider increasing it from eight to twelve and to reflect the political balance and geographical spread across the county. The additional members will be proposed and agreed by E&E Committee as this is the responsible Committee for approving the membership. *(Note: The current members of the steering group are set out below):*

Councillor A Bailey (Con)
Councillor B Hunt (Con)
Councillor Lina Joseph (Con)
Councillor D Jenkins (LD)
Councillor Giles (Ind)
Councillor M McGuire (Con)
Councillor S van de Ven (LD)
Councillor J Whitehead (Lab)

- 2.4 The purpose of the Group will be extended and the following added:

The group will support the officer review of contracted bus services and community transport provision, in particular by:

- Offering a steer on factors to be evaluated, including but not limited to cost of contract, passenger numbers, cost per passenger journey, availability of alternative arrangements, time of journeys, days of operation and journey purpose.
- Considering and commenting on efficiencies and alternative means of provision identified by officers
- Providing a champion role for potential alternative means of provision, in particular where these may be community delivered solutions and working with communities to

support such solutions.

2.5 Under reporting and recommendations it is proposed to add:

The review of contracted bus services and community transport provision will be presented to Economy & Environment Committee on 24 May 2018.

3. APPOINTING ADDITIONAL MEMBERS

3.1 Subject to agreeing the above proposed changes to the terms of reference, the Committee is asked to agree four additional member appointments. In respect of proportionality, only Committees and Sub-Committee are required to be constituted proportionally and are not requirements that have to apply to Groups unless the Committee wishes to agree to this approach. If proportionality was to be applied on 12

3.2 The breakdown would be:

7 Conservative + 3 Lib Dems + 1 Labour + 1 Ind.

Currently with 8 members it is 4 Conservative + 2 Lib Dems + 1 Labour + 1 Ind.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

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

- The role of local bus services remains critical to the success of the County and its employers and businesses. Local bus services continue to ensure that car traffic is reduced and does not add to the existing congestion experienced in the county.

4.2 Helping people live healthy and independent lives

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

- Local bus services offer a convenient way of accessing employment, businesses and public services; hence allowing people to live independently. That role is illustrated by the fact that a proportion of journeys made are undertaken by concessionary pass holders.

4.3 Supporting and protecting vulnerable people

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

- A community impact assessment is attached as appendix B.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

There are no significant implications within this category.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 Statutory, Legal and Risk Implications

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

- There is a duty under the 1985 Transport Act to secure the provision of such public passenger transport services as the Council consider it appropriate to secure to meet any public transport requirements within the County which would not in their view be met apart from any action taken by them for that purpose. The duty, however, is only to consider and there is no duty to provide services.

5.4 Equality and Diversity Implications

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

- A community impact assessment is attached as appendix B.

5.5 Engagement and Communications Implications

There are no significant implications within this category.

5.6 Localism and Local Member Involvement

There are no significant implications within this category.

5.7 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell

Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Kate Parker

Source Documents	Location
None	

Total Transport Policy Member Steering Group

Terms of Reference

Version 4

Revised 11 May 2016

Approval Agreed at 11 May 2016 meeting

Background to the Group

Cambridgeshire County Council is facing significant financial challenges. This means that new ways of working will be needed in the coming months and years, and that even so difficult decisions will be faced.

The purpose of the Group is to assist members in gaining a detailed understanding of some of the opportunities and challenges relating to transport, and of the possible consequences of decisions regarding service levels, fares, etc.

The Cambridgeshire Future Transport (CFT) programme was launched as a joint initiative with partners from across Cambridgeshire and Peterborough working together to find solutions to Cambridgeshire's transport and accessibility challenges. These partners included local authorities, health services, community groups and transport providers.

The Total Transport project represents the next iteration of the CFT work. It is based on the simple idea that, on the ground, it doesn't make sense for different vehicles to collect neighbouring residents who are making similar journeys but for different purposes (healthcare, education, social care, etc.) In rural areas in particular, integrating the provision of transport will allow scarce resource to be used more efficiently, so that the impact of reduced budgets can be softened.

Membership of the Group

The Group will consist of:

- 8 named County Councillors, as approved by Group Leaders. The intention is to provide a political and geographical balance.
- 1 member representative of each District Council.

An officer from each District, as well as specific officers from the County Council, will also participate in meetings. It is the views of elected members (both County and District) that are being sought, however.

Purpose of the Group

The purpose of the Group is to receive reports, share views, encourage wider debate and make recommendations about a range of passenger transport issues. These should challenge existing practice and seek ways of delivering the best possible service whilst recognising the financial situation facing the Council.

The Group will also specifically support the implementation of a Total Transport pilot, in particular by;

- Offering a steer on possible changes to practice and procedure
- Ensuring consideration is given to the views of all those who may be affected by the project, with specific emphasis on local factors
- Helping build consensus on potentially controversial questions
- Removing barriers to the implementation of integrated transport solutions

Decision Making

The Group is advisory in nature and does not have any executive decision making powers.

Reporting & Recommendations

The Group will make recommendations to the General Purposes Committee, as agreed by Group Leaders on 10 December 2015.

The Group will also receive reports from, and submit recommendations to, the Total Transport Programme Board. This is chaired by the Service Director: Strategy and Development, and provides senior officer oversight of the Total Transport project.

Meetings

The frequency of meetings will be set by the group to reflect the progress of the project and the issues expected to arise. In principle meetings are anticipated to be roughly monthly.

A chair and vice-chair of the group will be appointed at the first meeting of each financial year (April). For the purposes of electing a chair, only those members of the group who are County or District Councillors will be able to vote.

Review of the Terms of Reference

Unless a specific reason for an earlier review arises, these Terms of Reference shall next be reviewed in March 2017.

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
Economy, Transport and Environment (ETE) Passenger Transport		Name: Paul Nelson
Proposal being assessed		Job Title: Interim Head of Passenger Transport
Reduction in Passenger Transport services		Contact Details: (01223) 715608
Business Plan Proposal Number (if relevant)		Paul.Nelson@cambridgeshire.gov.uk
		Date completed: 05/9/17
		Date approved: 05/9/17
Aims and Objectives of the Service or Function affected		
<p>The Passenger Transport service provides passenger transport services to a wide range of clients across the county, although it should be noted that there is no statutory duty to do so. This is primarily through subsidised bus services where commercially viable services cannot be provided but are considered to be needed. It also includes financial support for the community transport sector through direct grants, subsidising the cost of using community car schemes and taxicard schemes.</p> <p>In addition to the local bus service provision the Total Transport project is designed to better integrate the commissioning and delivery of transport and to:</p> <ul style="list-style-type: none"> • Provide more efficient and tailored passenger transport services to meet community needs. • To pool budgets from different providers of transport and thus allow for more efficient overall provision. • To provide a more simple and integrated means of gaining information about passenger transport services. <p>The previous CFT programme ran from 2012 and successfully changed the model of public transport investment in Cambridgeshire.</p> <p>From 2015/16, the local bus budget and all other funding towards community transport has been considered under one budget heading. This reflects the common objective of the (formerly) separate funding streams being used to help residents and visitors to Cambridgeshire access employment, education and training and public and leisure services.</p>		

What is the proposal?
To undertake a full Countywide review of contracted bus services and community transport provision with a view to identifying further efficiencies and alternative means of provision.
Who will be affected by this proposal?
<p>A proposal may affect everyone in the local authority area or alternatively it might affect specific groups or communities, please describe</p> <ul style="list-style-type: none">• Whether the proposal covers all of Cambridgeshire or specific geographical areas• Which particular service user groups would be affected• Whether certain demographic groups would be affected more than others• Any other information to describe specifically who would be affected <p>All users of contracted local bus services across all of Cambridgeshire. The proposal may particularly affect the elderly, disabled, lower income groups and isolated communities.</p>
What positive impacts are anticipated from this proposal?
None
What negative impacts are anticipated from this proposal?
Please see the list of disproportionate impacts below. In general the proposal will remove or severely reduce the opportunity for residents to travel and risks isolating users of these services so they are unable to access education, work and other services.
Are there other impacts which are more neutral?
Transport solutions may be provided that enable people to continue to travel, but these solutions are likely to require travel to be undertaken in a different way to now.

Impacts on specific groups with protected characteristics

Specific consideration should be given as to whether the proposal has a particular or disproportionate impact on any of the groups listed below.

Please consider each characteristic and tick to indicate any where there will potentially be a disproportionate impact (positive or negative) from implementation of the proposal. Do not tick the boxes if the impact on these groups is the same as the impact on the community as a whole (described in the above sections)

Impact	Tick if disproportionate impact
Age	X
Disability	X
Gender reassignment	
Marriage and civil partnership	
Pregnancy and maternity	X
Race	

Impact	Tick if disproportionate impact
Religion or belief	
Sex	
Sexual orientation	
Rural isolation	X
Deprivation	X

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Age

The elderly form a disproportionate share of the users of supported rural bus services. The withdrawal of services will have an impact on their ability to access shops and local services and engage in social activities.

Disability

Some disabled people are unable to drive as a result of their disability. The withdrawal of services will have an impact on their ability to access shops and local services and engage in social activities

Pregnancy and maternity

Some pregnant women are unable to drive as a result of pregnancy. The withdrawal of services will have an impact on their ability to access shops and local services and engage in social activities.

Deprivation

Local bus services are used by those without access to a car. The withdrawal of services will have an impact on their ability to access shops and local services and engage in social activities.

Rural communities

Reducing local bus services will mean fewer services provided and journey choice reduced.

Access to employment and education and training

Local bus services are used by residents of all ages, but could disproportionately impact younger people who do not have access to a car due to age or finances. Again, transport choice will be reduced and the withdrawal of services will have an impact on their ability to access employment and education and training.

Isolation

Individuals within communities may feel isolated if their regular bus service to the nearest service centre (particularly in more rural areas) is removed.

Where users cannot travel or afford increased cost there will be an impact on the Council's outcomes of: Older people live well independently as they will not be able to travel to essential services such as shopping and health; People with disabilities live well independently as they will not be able to travel to essential services such as health and shopping, as well as removing opportunity to work; People lead a healthy lifestyle as older people in particular will become more housebound. There is the risk of Impact on public health and wellbeing through people's inability to travel; organisational reputation through withdrawing this ability to travel; and other services and/or external partners such as health and social care where there could be a need to travel to residents rather than residents travelling to services, as well as the social care implications of increased isolation.

TRANSPORT INVESTMENT PLAN (TIP) SCHEME LIST

To: Economy and Environment Committee

Meeting Date: 12 October 2017

From: Executive Director – Economy, Transport and Environment

Electoral division(s): All

Forward Plan ref: 2017/09 **Key decision:** Yes

Purpose: To consider and approve the Cambridgeshire Transport Investment Plan (TIP) scheme list 2017

Recommendation: It is recommended that the Committee approve the Transport Investment Plan 2017

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Elsa Evans	Names:	Councillor Ian Bates / Councillor Tim Wotherspoon
Post:	Funding and Innovation Programme Manager	Post:	Chair/Vice-Chair
Email:	Elsa.Evans@cambridgeshire.gov.uk	Email:	Ian.bates@cambridgeshire.gov.uk Timothy.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 715943	Tel:	01223 706398

1. BACKGROUND

- 1.1 The Transport Investment Plan (TIP) for Cambridgeshire sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire. This new approach to managing information relating to transport infrastructure investment and the pooling of Section 106 developer contribution was approved by Members of the County Council's E&E Committee in July 2016.
- 1.2 Subsequently Members approved the TIP policy document and the 2016 Scheme List in November 2016. The approved documents are published on the County Council's corporate website [Transport Investment Plan](#).
- 1.3 The TIP schemes list will be updated throughout the year and considered for sign-off annually in the autumn of each year to enable input to the allocation of Integrated Transport Block funding and to the [Transport Delivery Plan](#) for programmed delivery.

2. UPDATING THE TIP SCHEME LIST

- 2.1 The TIP Scheme List is reviewed and updated to take account of any changes in policy, legislation, funding, development proposals and scheme delivery. Throughout the year projects are identified through development Transport Assessment processes and added to the TIP.
- 2.2 A major review of the schemes was undertaken in a series of area-based workshops with project managers in February 2017. The workshops provided general updates to existing schemes in the TIP and also provided an opportunity to propose schemes that have been identified by project managers through local dialogue or discussion with local Members. Proposed schemes that are policy compliant are added to the TIP.
- 2.3 The TIP Scheme List is presented by District. The schemes as at September 2017 is attached in Appendix 1.
 - 1a Cambridge and South Cambridgeshire
 - 1b East Cambridgeshire
 - 1c Fenland
 - 1d Huntingdonshire
 - 1e Cross-district and County-wide
- 2.4 Each scheme list contains information on:
 - Category – Cycling, Walking, Public transport, Traffic & highway, and Safety
 - Scheme location
 - Scheme description
 - Strategy basis
 - The scheme's associated Programme
- 2.5 The schemes in the TIP are un-prioritised. Costing and funding of the schemes are not made public due to financial confidentiality.

3. USES OF THE TIP

- 3.1 Since its approval, the TIP has been used for allocating the £1.35 million per annum Integrated Transport Block budget for delivering transport strategy aims. Schemes in the TIP were screened for eligibility i.e. small local schemes, and then prioritised using a scoring methodology in compliance with the Department for Transport's criteria. The prioritised schemes for 2017/18 funding were then approved by Members of the E&E Committee in December 2016 for entry into the Transport Delivery Plan for implementation. See Source Document at the end of this report.
- 3.2 The TIP Scheme List is also used for screening and prioritising schemes for competitive funding bids such as the National Productivity Investment Fund for Local Road Network proposed to and submitted by the Cambridgeshire and Peterborough Combined Authority. If successful, schemes with secured funding will be entered into the Transport Delivery Plan for implementation.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

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

4.2 Helping people live healthy and independent lives

Proposed schemes in the Transport Investment Plan should help to improve accessibility and as such help people live healthy and independent lives by improving cycling and pedestrian facilities, sustainable transport information and public transport.

4.3 Supporting and protecting vulnerable people

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

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

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

- The intention is to streamline processes around the management of transport infrastructure planning and the management of Section 106 money.
- A comprehensive TIP will enable potential schemes to be identified for seeking and securing funding.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

5.4 Equality and Diversity Implications

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

5.5 Engagement and Communications Implications

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

5.6 Localism and Local Member Involvement

There are no significant implications within this category. Local Members are involved at individual scheme level.

5.7 Public Health Implications

There are no significant implications within this category. It is anticipated that the Public Health service would be consulted further when individual schemes are developed further for delivery.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham

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

Source Documents	Location
Transport Investment Plan: Policy document and List of schemes by district 2016	https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-investment-plan/
Transport Delivery Plan 2017 - 2020	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Transport%20%20Delivery%20Plan%202017%20-%202020%20v6.pdf?inline=true
Integrated Transport Block funding allocation proposals 2016	Economy and Environment Committee Meeting 16 December 2016 Item 7 Integrated Transport Block (ITB) Funding Allocation Proposals

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme	
2	City / South Cambs	C	W		S	Milton Road, between Science Park access and Cambridge Guided Busway intersect	Cycleway Improvement northbound	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor	
3	City / South Cambs	C	W	P	S	Milton Road, between junctions with Cambridge Guided Busway and King's Hedges Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor	
4	City / South Cambs	C	W	P	T	S	Milton Road crossroad junction with King's Hedges Road and Green End Road	Junction Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
5	City / South Cambs	C	W	P		S	Milton Road, between junctions with King's Hedges Road and Arbury Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
6	City / South Cambs	C	W	P	T	S	Milton Road crossroad junction with Arbury Road and Union Lane	Junction Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
7	City / South Cambs	C	W	P		S	Milton Road, between junctions with Arbury Road and Elizabeth Way	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
8	City / South Cambs	C	W	P	T	S	Milton Road roundabout junction with Elizabeth Way	Junction Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
9	City / South Cambs	C	W	P		S	Milton Road, between junctions with Elizabeth Way and A1134 Victoria Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Milton Road Corridor
10	City / South Cambs	C				S	Cycle Link on Milton Road, between Guided Busway junction and Cowley Road junction, outbound	Cycleway Improvement	TSCSC + TIP	TBD
12	City / South Cambs	C				S	Cambridge Science Park Road-Ring road around Science Park	Upgrade existing paths to cycleways & new cycleways	TSCSC + TIP	TBD
15	City / South Cambs	C	W	P	T	S	Cambridge Regional College - Cambridge Science Park - Cambridge Business Park	Employment Based Area Wide Travel Planning	TSCSC + TIP	Travel Plan Plus (to end of 2016)
16	City / South Cambs	C	W			S	Arbury Road, between King's Hedges Road and Mere Way	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Arbury Road corridor
17	City / South Cambs	C	W			S	Arbury Road, between Mere Way and Campkin Road	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Arbury Road corridor
18	City / South Cambs	C	W			S	Arbury Road, between Campkin Road and North Cambridge Academy	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Arbury Road corridor
19	City / South Cambs	C	W			S	Arbury Road, between North Cambridge Academy and Milton Road	Cycleway Improvement	TSCSC + TIP	TBD
20	City / South Cambs	C	W			S	Arbury and King's Hedges Cycling and Pedestrian Improvements: Cycle crossing improvement between Arbury Road junctions with King's Hedges Road and St Catherine's Road; and upgraded cycle paths around and linking to King's Hedges Recreation Ground	Cycle improvements and Cycle Crossing improvements	TSCSC	Arbury and King's Hedges Cycling & Pedestrian Improvements
22	City / South Cambs	C	W			S	Green End Road, between Nuffield Road roundabout junction and Milton Road / King's Hedges Road junction	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Links to North Cambridge Station and the Science Park
23	City / South Cambs	C	W			S	Nuffield Road, between Green End Road and Cambridge North railway station	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Links to North Cambridge Station and the Science Park
24	City / South Cambs	C	W			S	Ring Fort Path link, between Orchard Park and A14 Histon Interchange	Footway / Cycleway improvement	TSCSC	Transport Delivery Plan
25	City / South Cambs	C	W	P	T	S	Histon Road, junction with Darwin Green (NIAB) access junction incorporating changes to the Histon Road junction with King's Hedges Road; the approach on the B1049 to the A14 Histon Interchange northbound and the A14 eastbound off-slip	New Junction and junction alterations	TSCSC	TBD
26	City / South Cambs	C	W	P		S	Histon Road, between King's Hedges Road and Blackhall Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
27	City / South Cambs	C	W	P		S	Histon Road, between junctions with Blackhall Road and Roseford Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme

TIP ID	District	Category of Scheme					Scheme Location	Scheme Description	Strategy Basis	Programme
28	City / South Cambs	C	W	P		S	Histon Road, between junctions with Roseford Road and Gilbert Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
29	City / South Cambs	C	W			S	Link, between Darwin Green and Histon Road via Cambridge Squash Club access	Footway / Cycleway improvement & new crossing	TSCSC + TIP	TBD
30	City / South Cambs	C	W	P		S	Histon Road, between junctions with Gilbert Road and Victoria Road	Corridor Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
31	City / South Cambs	C	W	P	T	S	Histon Road, junction with Victoria Road and Huntingdon Road	Junction Improvement	LTTS + TSCSC	City Deal Phase 1 Histon Road Corridor Improvement Scheme
32	City / South Cambs	C				S	Huntingdon Road, between Oxford Road junction and Victoria Road/Castle Street junction, inbound	Cycleway Improvement	TSCSC	Cycle City Ambition Grant
33	City / South Cambs	C		P		S	Huntingdon Road, between Victoria Road/Castle Street junction and Oxford Road junction outbound	Cycleway Improvement	TSCSC + TIP	TBD
35	City / South Cambs	C	W			S	Link, between Wellbrooke Way and Darwin Green 1 development	Cycleway	TSCSC	TBD
36	City / South Cambs	C	W			S	Path, between Darwin Green 2 development and Villa Road, Histon, and Girton Parish Centre, Girton via NIAB bridge over the A14	Cycleway and Footway improvement	TSCSC	TBD
37	City / South Cambs	C	W	P	T		Focused on the Darwin Green site including the wider area surrounding Darwin Green	Area Wide Travel Planning Measures	TSCSC	TBD
38	City / South Cambs			P			Darwin Green development to key locations within Cambridge	Bus Service Pump Prime Funding	TSCSC	TBD
39	City / South Cambs			P			West Cambridge - Northwest Cambridge - Darwin Green - Orchard Park - Cambridge Regional College - Cambridge Science Park - North Cambridge Railway Station	Bus Service Pump Prime Funding	TSCSC	TBD
40	City / South Cambs			P			Cambridge North West development to key locations within Cambridge City Centre	Bus Service Pump Prime Funding	TSCSC	TBD
41	City / South Cambs			P			Promotional campaign for the Guided Busway	Bus Promotional Campaign	TSCSC	TBD
42	City / South Cambs	C				S	Citybound cycle lane on Girton Road, between junctions with Thornton Road and Huntingdon Road, to tie into new cycleway on Huntingdon Road	Cyclway Improvement	TSCSC	TBD
43	City / South Cambs	C	W			S	Cycle crossing and off-road cycleway on western side of Girton Road, to enable cyclists to access the existing toucan crossing on Huntingdon Road to the west of the junction with Girton Road	Cycle improvement	TSCSC	TBD
44	City / South Cambs				T	S	Oxford Road and Windsor Road T junction, Cambridge	Traffic Calming	TSCSC	Transport Delivery Plan
45	City / South Cambs	C	W			S	Cycle link, between Abbey-Chesterton bridge and Cambridge North Railway Station / Cambridgeshire Guided Busway / Cambridge Science Park via Moss Bank	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
46	City / South Cambs	C	W		T	S	Abbey-Chesterton Cycle Bridge over River Cam, connecting Ditton Meadows with Fen Road, via the Cam Towpath (National Cycle Network Route 11)	Foot and Cycle Bridge	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Bridge
47	City / South Cambs	C	W			S	Ditton Meadows, between Abbey-Chesterton bridge and the Leper Chapel	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
48	City / South Cambs	C	W			S	Under Newmarket Road, between Leper Chapel area and Barnwell Lake	Foot and Cycle Underpass	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
49	City / South Cambs	C	W			S	Coldham's Common, between Newmarket Road (by Barnwell Lake) and Coldham's Lane	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
50	City / South Cambs	C	W			S	Cycle link, between Coldham's Common and Network Rail land adjacent to junction of Cavendish Road / Cavendish Place (route goes via Crownwell Road & Brampton Road & includes a link through the Ridgeons site to connect it to the Network Rail land)	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
51	City / South Cambs	C	W		S	Cycle link, between western end of Coldham's Lane Cycle Bridge and Hooper Street (via Beehive Centre / York Street / Ainsworth Street)	Cycleway Improvement	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
52	City / South Cambs	C	W		S	Cycle links either side of the railway, between Cavendish Road and Carter Cycle Bridge on the southeastern side and Hooper Street and Carter Cycle Bridge on the northwestern side, including new ramp to the Cycle Bridge and new route through Cambridge Railway Station car park	Cycleway Improvement and New Ramp to Cycle Bridge	LTTS + TSCSC	City Deal Phase 1 Chisholm Trail Cycle Scheme
53	City / South Cambs			P	T	Bus link, from Cambridge North Railway station to Newmarket Road	New Busway	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Cambridge North Station to Newmarket Road
54	City / South Cambs	C	W	P	S	Coldham's Lane, between Newmarket Road junction and Brook's Road junction	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
55	City / South Cambs	C	W	P	S	Sainsbury's Roundabout, junction of Coldham's Lane with Barnwell Road and Brooks Road	Junction Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
56	City / South Cambs	C	W	P	S	Brooks Road, between Coldham's Lane and Brookfields junction	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
57	City / South Cambs	C	W	P	S	Brookfields/Perne Road/Brooks Road crossroad junction	Junction Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
58	City / South Cambs	C	W	P	S	Perne Road, between Brookfields and Cherry Hinton Road	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
59	City / South Cambs	C	W	P	S	Budgens Roundabout, junction of Perne Road with Cherry Hinton Road and Mowbray Road	Junction improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
60	City / South Cambs	C	W	P	S	Mowbray Road, between Cherry Hinton Road and Queen Edith's Way	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
61	City / South Cambs	C	W	P	S	Fendon Road, between Queen Edith's Way and Hills Road Addenbrooke's roundabout	Corridor Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
62	City / South Cambs	C	W	P	S	Hills Road Addenbrooke's roundabout, junction with Fendon Road and Babraham Road	Junction Improvement	LTTS + TSCSC	City Deal Cambridge Orbital Bus Corridor: Newmarket Road to Cambridge Biomedical Campus
64	City / South Cambs	C	W	P	S	Hills Road, junction with Long Road and Queen Edith's Way. Hills Road, between Fendon Road and Long Road / Queen Edith's Way	Junction Improvement Corridor Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Hills Road and Addenbrooke's route
65	City / South Cambs	C	W		S	Cherry Hinton Road, between Hills Road and Coleridge Road / Hartington Grove crossroads	Cycleway Improvement	TSCSC	Cycle City Ambition Grant
66	City / South Cambs	C	W		S	Cherry Hinton Road, between Coleridge Road / Hartington Grove crossroad junction and Perne Road / Mowbray Road roundabout junction	Cycleway Improvement	TSCSC	Cycle City Ambition Grant
67	City / South Cambs	C	W		S	Radegund Road / Davy Road, between Perne Road and Rustat Road	Cycleway Improvement	LTTS + TIP	TBD
68	City / South Cambs	C	W		S	Mill Road, junction with Coleridge Road	Pedestrian crossing improvement	TSCSC + TIP	TBD

TIP ID	District	Category of Scheme					Scheme Location	Scheme Description	Strategy Basis	Programme
69	City / South Cambs			P			Hills Road inbound, between Addenbrooke's and Cherry Hinton Road	Bus Priority	TSCSC	TBD
70	City / South Cambs	C	W			S	Cherry Hinton Road, between Perne Road / Mowbray Road and Walpole Road	Cycleway Improvement	TSCSC	TBD
71	City / South Cambs	C	W			S	Cherry Hinton Road, between Walpole Road and Queen Edith's Way	Cycleway Improvement	TSCSC	TBD
72	City / South Cambs	C	W	P	T	S	Cherry Hinton Road, crossroad junction with Queen Edith's Way / Fulbourn Road / High Street (Robin Hood junction)	Junction Improvement	TSCSC	Transport Delivery Plan
73	City / South Cambs	C	W			S	Fulbourn Road, between Queen Edith's Way / High Street Cherry Hinton (Robin Hood junction) and Yarrow Road roundabout junction i.e. between Cherry Hinton and City boundary	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Fulbourn / Cherry Hinton Eastern Access
74	City / South Cambs	C	W			S	Cambridge Road, between Yarrow Road and Shelford Road i.e. between City boundary and Fulbourn	Cycleway Improvement	TSCSC	TBD
75	City / South Cambs			P			Cherry Hinton and Fulbourn Station	Rail Improvement	LTTS	TBD
581	City / South Cambs	C	W			S	Queen Edith's Way, between Cherry Hinton Road / High Street / Fulbourn Road junction and Fendon Road / Mowbray Road junction	Cycleway Improvement	TSCSC	Transport Delivery Plan / Cycle City Ambition Grant
76	City / South Cambs	C	W			S	Queen Edith's Way, between Fendon Road / Mowbray Road roundabout junction and Hills Road / Long Road crossroad junction	Cycleway Improvement	TSCSC	Transport Delivery Plan / Cycle City Ambition Grant
77	City / South Cambs	C	W	P	T	S	Queen Edith's Way, roundabout junction with Fendon Road and Mowbray Road	Junction Improvement	TSCSC	TBD
80	City / South Cambs	C	W			S	Tins Cycle Path, Bridge over the railway line	New Cycle Bridge	TSCSC	TBD
81	City / South Cambs	C	W			S	Path north of the railway line between High Street, Cherry Hinton and Yarrow Road	Footway / cycleway Improvement	TSCSC	TBD
82	City / South Cambs	C	W			S	Cherry Hinton to Shelfords orbital cycle route	Cycleway Improvement	TSCSC	TBD
83	City / South Cambs	C					Third city centre cycle park, Cambridge	New High Capacity City Centre Cycle Park	LTTS	TBD
84	City / South Cambs	C	W	P	T	S	Mitchams Corner / Staples Corner: one-way gyratory connecting Milton Road, Chesterton Road, Victoria Avenue and Victoria Road	Junction Improvement Streetscape improvement Pedestrian and cycle improvements	TSCSC	TBD
85	City / South Cambs	C	W			S	Four Lamps Roundabout, junction of Victoria Avenue with Maids Causeway	Pedestrian and cycle crossing improvement	TSCSC	TBD
86	City / South Cambs	C	W			S	Jesus Green Lock, in the vicinity existing pedestrian bridge	New Cycle Bridge	TSCSC	TBD
87	City / South Cambs	C	W	P	T	S	Magdelene Street - Bridge Street, between Northampton Street/Chesterton Lane/Castle Street crossroads and Round Church Street junction	Streetscape Improvement	TSCSC	TBD
88	City / South Cambs	C	W	P		S	Bridge Street, between Round Church Street and Jesus Lane	Corridor Improvement	TSCSC	TBD
89	City / South Cambs	C	W	P	T	S	Lensfield Road, between Trumpington Road and Gonville Place / Hills Road / Regent Street	Corridor Improvement	TSCSC	TBD
90	City / South Cambs	C	W	P	T	S	Gonville Place, between Hills Road / Regent Street and Mill Road / East Road	Corridor Improvement	TSCSC	TBD
91	City / South Cambs	C	W	P	T	S	Junction of Gonville Place with Mill Road, East Road and Parkside	Junction Improvement	TSCSC	TBD
92	City / South Cambs	C	W	P	T	S	Mill Road, between Gonville Place and Railway Line	Corridor Improvement	TSCSC	TBD
93	City / South Cambs	C	W			S	Mill Road Railway Bridge	Widen existing bridge or new cycle bridge to north of existing railway bridge	TSCSC	TBD
94	City / South Cambs	C	W	P	T	S	Mill Road - Brookfields, between Railway Line and Perne Road/Brooks Road crossroad junction	Corridor Improvement	TSCSC	TBD
95	City / South Cambs	C	W	P	T	S	Mini roundabout junctions of Trumpington Street with Fen Causeway and Lensfield Road	Junction Safety Improvement	TSCSC	Transport Delivery Plan

TIP ID	District	Category of Scheme					Scheme Location	Scheme Description	Strategy Basis	Programme
96	City / South Cambs	C					Belgrave Road, Mercer's Row, Panton Street, Ross Street, Springfield Road, Trafalgar Street	Two-way cycling in one-way streets	TSCSC	Cycle City Ambition Grant
97	City / South Cambs	C				S	Chesterton Road roundabout: junction of Chesterton Road with Elizabeth Way and High Street, Chesterton	Cycle Crossing Improvement	TSCSC	TBD
98	City / South Cambs	C				S	Chesterton Road - Chesterton Lane, between its junction with Magdelene Street and Elizabeth Way	Cycleway Improvement	TSCSC	City Deal Cycle Workshop Future Funding
101	City / South Cambs	C	W	P	T	S	Brooklands Avenue, junction with Trumpington Road and Chaucer Road	Junction Improvement	TSCSC	TBD
102	City / South Cambs	C	W			S	Brooklands Avenue, between Trumpington Road and Aberdeen Avenue (southern side of road)	Cycleway Improvement	TSCSC	TBD
103	City / South Cambs	C	W			S	Brooklands Avenue, between and Aberdeen Avenue and Hills Road (southern side of road)	Pedestrian / Cycleway Improvement and cycle crossing improvement	TSCSC	TBD
104	City / South Cambs	C	W			S	Castle Street, between junction with Mount Pleasant and Northampton Street / Chesterton Lane	Streetscape Improvement	TSCSC	TBD
105	City / South Cambs	C					Grand Arcade Cycle Parking	Cycle Parking Extension	TSCSC	City Council Scheme
106	City / South Cambs	C	W	P	T	S	St Andrew's Street, between junction with Sidney Street and Downing Street	Corridor Improvement	TSCSC	TBD
107	City / South Cambs	C	W			S	Silver Street, between Queens Road and Trumpington Street	Corridor Improvement	TSCSC	TBD
108	City / South Cambs	C	W	P	T	S	Silver Street, junction with Queen's Road and Sidgwick Avenue	Junction Improvement	TSCSC	TBD
109	City / South Cambs	C	W			S	Sidgwick Avenue, between Grange Road and Queen's Road	Corridor Improvement	TSCSC	TBD
110	City / South Cambs	C	W	P	T	S	Station Road, between Cambridge Railway Station and Hills Road	Corridor Improvement	TSCSC	TBD
111	City / South Cambs	C	W	P	T	S	Hills Road, junction with Station Road	Junction Improvement	TSCSC	TBD
112	City / South Cambs	C	W	P	T	S	Hills Road, between Station Road and Lensfield Road / Gonville Place	Corridor Improvement	LTTS + TSCSC	City Deal Project Cambridge - Hills Road
113	City / South Cambs	C	W	P	T	S	Regent Street, between Lensfield Road / Gonville Place and Downing Street	Corridor Improvement	LTTS + TSCSC	City Deal Project Cambridge - Hills Road
114	City / South Cambs	C	W			S	Riverside Improvements Phase 2, between Priory Road and Stourbridge Common	Streetscape Improvement	TSCSC	TBD
115	City / South Cambs	C	W			T	Devonshire Road, between junction with Mill Road and Tenison Road	Traffic Calming	TSCSC	TBD
116	City / South Cambs	C	W			S	Mill Road, junction with Devonshire Road and Kingston Street	Cycle Crossing Improvement	TSCSC	TBD
117	City / South Cambs					P	Madingley Road corridor, between Queen's Road / Northampton Street and M11	Bus Route Improvement	LTTS + TSCSC	City Deal Phase 1 Madingley Mulch roundabout to Cambridge
118	City / South Cambs					P	A1303 Madingley Road / St Neots Road corridor, between M11 and A428 Madingley Mulch roundabout	Bus Route Improvement	LTTS + TSCSC	City Deal Phase 1 Madingley Mulch roundabout to Cambridge
119	City / South Cambs					P T	A428 corridor, in the vicinity of the junction of the A428 with the A1303 (Madingley Mulch roundabout)	New Park & Ride Site	LTTS + TSCSC	City Deal Phase 1 Madingley Mulch roundabout to Cambridge
120	City / South Cambs					P	A428 corridor, between A1303 Madingley Mulch roundabout and Cambourne	Bus Route Improvement	LTTS + TSCSC	City Deal Cambourne to Madingley Mulch roundabout
121	City / South Cambs	C	W			S	Madingley Road, between Queen's Road and M11	Cycleway Improvement	TSCSC	TBD
122	City / South Cambs	C	W			S	A1303 Madingley Road / St Neots Road, between M11 and A428 Madingley Mulch roundabout	Cycleway Improvement	TSCSC	TBD
123	City / South Cambs	C	W			S	Along old A428 corridor, between A428 Madingley Mulch roundabout and Cambourne	Cycleway Improvement	TSCSC	TBD
124	City / South Cambs					T	M11 capacity in Cambridge area between junctions 11-14	Highway Improvement	LTTS	TBD
125	City / South Cambs					T	M11 capacity improvements south of Cambridgeshire between junctions 8-11	Highway Improvement	LTTS	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
126	City / South Cambs			P	T	Bus link, from junction 13 of M11 with A1303 Madingley Road to junction 11 of M11 with A10 / A1309 Hauxton Road	Bus Route Improvement	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
127	City / South Cambs	C			T	In the vicinity of Junction 12 of M11 with A603 Barton Road	New Park & Cycle Site	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
128	City / South Cambs	C	W			A603 Barton to Grantchester Street / Driftway junction	Cycle Route Improvement	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
129	City / South Cambs		W		S	Junction of Barton Road with Grantchester Street / Driftway	Pedestrian crossing improvement	TSCSC	TBD
130	City / South Cambs			P	T	In the vicinity of Junction 12 of M11 with A603 Barton Road	New Park & Ride Site	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
131	City / South Cambs			P	T	M11 Junction 11 southbound off-slip, connecting M11 to the Trumpington Road Park & Ride site	Bus Priority Slip Road	LTTS + TSCSC	City Deal Phase 1 Western Orbital Bus Corridor
132	City / South Cambs			P	T	A10, in vicinity of Hauxton	New Park & Ride site	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
133	City / South Cambs	C		P	T	A10 corridor, between new Hauxton Park & Ride site and Trumpington Park & Ride site	New Bus Link including new bridge over M11	LTTS + TSCSC	City Deal Western Orbital Bus Corridor
134	City / South Cambs	C	W		S	Direct cycle link between Cambourne and St Neots, alongside new dualled A428	Direct Cycle Route	TSCSC	TBD
135	City / South Cambs			P	T	A428 junction with A1198, Caxton Gibbet roundabout	Junction Improvement	LTTS + TSCSC	TBD
136	City / South Cambs	C	W		S	A1198, between A428 and Ermine Street South, Papworth Everard	New cycleway	TSCSC	TBD
137	City / South Cambs	C	W		S	Grade separated crossing of the A428, between A1198 and Cambourne Road, Cambourne	New Grade Separated Pedestrian and Cycle Crossing	TSCSC	TBD
138	City / South Cambs	C	W		S	Saint Neots Road, between junction with existing footpath that links to A1198 (Elsforth FP 17) and Cambourne Road, Cambourne	New shared use footway / cycleway	TSCSC	TBD
139	City / South Cambs	C	W		T	B1046 New Road, Barton: between Kings Grove and bus stop to the east of Hines Close (where existing cycle path ends)	New shared use footway / cycleway or traffic calming	TSCSC	TBD
140	City / South Cambs	C	W		S	B1046, between bus stop to the east of Hines Close, Barton and Long Road, Comberton	Cycleway improvement	TSCSC	TBD
141	City / South Cambs	C	W		S	Existing footpath link, between Whitwell Way, Coton and Long Road (between Hardwick and Comberton)	New Cycleway	TSCSC	TBD
142	City / South Cambs	C	W		S	Long Road, between footpath that links to Whitwell Way and Branch Road, Comberton	New Cycleway	TSCSC	TBD
143	City / South Cambs	C	W		S	Existing footpath link, between Long Road and Main Street, Hardwick	New Cycleway	TSCSC	TBD
144	City / South Cambs	C	W		S	B1046, between Long Road, Comberton and Comberton Village College	New shared use footway / cycleway or traffic calming	TSCSC	TBD
145	City / South Cambs	C	W		S	B1046, between Comberton Village College and Hardwick Road, Toft	Cycleway improvement	TSCSC	TBD
146	City / South Cambs	C	W		S	B1046, between Hardwick Road, Toft and Gills Hill, Bourne	New footway / cycleway	TSCSC	TBD
147	City / South Cambs	C	W		S	A603 corridor, between High Street, Barton and crossroads with Harlton Road & Eversdon Road	New Cycleway	LTTS + TIP	TBD
148	City / South Cambs	C	W		S	A603 corridor, between crossroads with Harlton Road and Eversdon Road & junction with Fisher's Lane, Orwell	New Cycleway	LTTS + TIP	TBD
149	City / South Cambs	C	W		S	Coton Footpath, between West Cambridge University site and The Footpath, Coton	Cycleway and Footway improvement	City Deal Cycle Workshop: Allocated for future funding	City Deal Cycle Workshop Future Funding
150	City / South Cambs			P		Addenbrooke's / Cambridge Biomedical Campus	New Railway Station	LTTS	TBD
151	City / South Cambs			P	T	Babraham Road Park & Ride, or at an alternative location along the A1307 corridor between Cambridge and Linton	Expanded Park & Ride	LTTS + TSCSC	City Deal A1307 Corridor
152	City / South Cambs			P	T	Babraham Road Park & Ride	Segregated car access to Park & Ride site	LTTS + TSCSC	City Deal A1307 Corridor
153	City / South Cambs	C		P	T	A1307 corridor, between Babraham Road Park & Ride site and Addenbrooke's Hospital	Bus Priority	LTTS + TSCSC	City Deal A1307 Corridor
154	City / South Cambs			P	T	In the vicinity of Fourwentways, junction of A1307 with A11	New Park & Ride Site	LTTS + TSCSC	City Deal A1307 Corridor

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
155	City / South Cambs	C	P	T		A1307 corridor, between Granta Park / new Park & Ride site and Addenbrooke's Hospital	Bus Priority	LTTS + TSCSC	City Deal A1307 Corridor
157	City / South Cambs	C	W		S	Along A1307 corridor between Addenbrooke's / Cambridge Biomedical Campus (CBC), Babraham Research Campus and Granta Park including connection to National Cycle Network (NCN) 11	Cycle and Walking Route Improvements	TSCSC	City Deal A1307 Corridor
158	City / South Cambs	C	W		S	Between Granta Park and Linton	Cycle and Walking Route Improvements	TSCSC	City Deal A1307 Corridor
159	City / South Cambs			P		A1307 in and around Linton	Bus Priority Measures	TSCSC	City Deal A1307 Corridor
160	City / South Cambs	C	W		S	Between Linton and Haverhill	Cycle and Walking Route Improvements	TSCSC	City Deal A1307 Corridor
161	City / South Cambs	C	W		S	A1307 corridor between Addenbrooke's and Haverhill	Bus Stop Accessibility Improvements	TSCSC	City Deal A1307 Corridor
162	City / South Cambs				S	A1307 corridor between Addenbrooke's and Haverhill	Road Safety Improvements	TSCSC	City Deal A1307 Corridor
164	City / South Cambs	C	W		S	On/off slip to/from northeast-bound A505, under A505 carriageway: connecting existing A505 cycleway with existing cycleway leading to Granta Park	Cycleway Improvement	TSCSC	TBD
165	City / South Cambs	C	W		S	Cycleway, between High Street Babraham and Newmarket Road, Little Abington via bridge over the A11	Cycleway / Footway Improvement	TSCSC	TBD
166	City / South Cambs	C	W		S	Newmarket Road, Little Abington: between Granta Park site access roundabout and path to bridge over A11	Introduction of on-road cycle lanes	TSCSC	TBD
167	City / South Cambs	C	W		S	Along A1307, between Linton Village College and Pampisford Road, Great Abington	Cycleway Improvement including new crossing of the A1307 to enable commuters to safely access Granta Park	TSCSC	TBD
168	City / South Cambs	C	W		S	Across the A1307, to improve access to Linton Village College	Pedestrian / Cycle crossing improvement	TSCSC	TBD
169	City / South Cambs	C	W		S	Stapleford to Babraham Institute via Rowley Lane	Cycleway / Footway Improvement	TSCSC	TBD
170	City / South Cambs	C	W			A1301 Sawston Bypass western side, between Cambridge Road and Mill Lane	New Cycleway	TSCSC	TBD
171	City / South Cambs	C	W			Whittlesford to Whittlesford Parkway Railway Station via Duxford Road / Station Road West	Cycleway / Footway Improvement	TSCSC	TBD
172	City / South Cambs			T	S	A505, between Royston and A1307 near Babraham	Corridor Safety Improvement	LTTS + TIP	TBD
173	City / South Cambs	C	W		S	NCN Route 11 Addenbrookes to Great Shelford Cycleway, between Dame Mary Archer Way and Chaston Road, Great Shelford	Cycleway Improvement	LTTS + TIP	TBD
174	City / South Cambs	C			S	A1301 Shelford Road - Cambridge Road, between Trumpington and Great Shelford High Streets	Cycleway Improvement	LTTS + TIP	TBD
175	City / South Cambs		P	T		Milton Park & Ride	Park and Ride Expansion	TSCSC	TBD
176	City / South Cambs		P	T	S	A14 Milton Interchange	Interchange Improvement	LTTS + TSCSC + Final Draft TSEC - NOT ADOPTED	City Deal A10 Corridor North of Cambridge
177	City / South Cambs	C	P	T	S	A10, between Milton Interchange and Waterbeach	Highway Capacity Improvement	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
178	City / South Cambs		P			Waterbeach Barracks	New Railway Station	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
179	City / South Cambs		P	T	S	A10, in vicinity of Waterbeach	New Park & Ride site	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
180	City / South Cambs	C	W	P	T	A10 corridor, between Waterbeach Barracks and existing CGB in North Cambridge	New Busway	LTTS + TSCSC	City Deal A10 Corridor North of Cambridge
181	City / South Cambs	C	W		S	Alongside A10, between Cambridge Research Park and where existing path ends just north of Denny End	New Cycleway	TSCSC	TBD
182	City / South Cambs	C	W		S	Alongside A10, between Cambridge Research Park and A1123, Stretham	New Cycleway	TSCSC	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme	
183	City / South Cambs	W			S	B1049 Twenty Pence Road, between Lockspit Hall Drove (Smithy Fen) and existing path opposite All Saints Church, Cottenham	New Footway	TSCSC	TBD	
184	City / South Cambs	W			S	Footbridge alongside Rampton Road, between Rampton and Cottenham	New footbridge	TSCSC	TBD	
186	City / South Cambs	C	W		S	Bannold Road, Waterbeach: northern side between Cody Road and Bannold Drove	New Footway	TSCSC	TBD	
187	City / South Cambs	C	W		S	Cottenham to Cambridge Research Park, Waterbeach via Long Drove	New Cycleway	TSCSC	TBD	
188	City / South Cambs	C	W		S	Link between Cottenham to Landbeach along Beach Road - Cottenham Road, between Long Drove and Green End	New Cycleway	TSCSC	TBD	
189	City / South Cambs	C	W		S	B1049 Histon Road, Cottenham: between High Street and Appletree Close	New Cycleway	TSCSC	TBD	
190	City / South Cambs	C	W		S	Oakington Road - Rampton Road Cottenham: between 30mph signs on Rampton Road and junction with B1049 Histon Road by village green	Widening Footpath to Cycleway	TSCSC	TBD	
191	City / South Cambs	C	W	P	T	S	B1049 Water Lane, Histon: junction with The Green and Impington Lane	Junction Improvement	TSCSC	Transport Delivery Plan
192	City / South Cambs	C	W		S	B1049 Cambridge Road, Impington: at the junction with Cambridge Road or by the Coppice Path	Pedestrian and cycle crossing improvement	TSCSC	TBD	
193	City / South Cambs			P		Station Road - Cambridge Road, Histon, by junction with New Road	Bus Priority	TSCSC	TBD	
194	City / South Cambs				T	M11 Junction 8 (Stansted Airport) to Junction 14 (Girton) technology improvements	Highways Improvements	LTTS: Roads Investment Strategy	Highways England to deliver	
195	City / South Cambs			P	T	A10, Foxton level crossing	New Grade Separated Crossing of Railway Line	LTTS + TSCSC	City Deal Corridor South (Royston)	
196	City / South Cambs	C	W		S	Bridge over the A505 (near the A505 / A10 roundabout), alongside the A10 connecting Melbourn to Royston	New cycle bridge	TSCSC	City Deal Cambridge to Royston Cycle Route	
197	City / South Cambs	C	W		S	A10 between the A505, Royston and Back Lane, Melbourn	New cycle route	TSCSC	City Deal Cambridge to Royston Cycle Route	
198	City / South Cambs	C	W		S	Public Right of Way Footpath 160/9, between Meldreth Railway Station and Station Road, Melbourn via underpass under the A10	Upgrade footpath to Cycleway	TSCSC	TBD	
202	City / South Cambs	C	W		S	Southeastern side of A10, between Shepreth Road, Foxton and Foxton Level Crossing	New Cycleway	TSCSC	TBD	
203	City / South Cambs		W		S	Foxton Railway Station	New Footbridge	TSCSC	TBD	
204	City / South Cambs	C	W		S	A10 Cambridge Road, between Church Street, Harston and Church Road, Hauxton	Footway and Cycleway improvements Improved crossings	TSCSC	Cycle City Ambition Grant	
205	City / South Cambs				T	A10 between Harston and Hauxton capacity and access improvements	Highway Improvement	LTTS	TBD	
206	City / South Cambs	C	W		S	Cycleway alongside line of existing Barrington Cement Works - Foxton railway line, between Haslingfield Road and Foxton Railway Station	New Cycleway	TSCSC	TBD	
207	City / South Cambs	C	W		S	Between New Road, Haslingfield and Burnt Close, Grantchester, via Cantelupe Road	New cycle route	TSCSC	TBD	
208	City / South Cambs	C	W			Between High Street, Grantchester and Grantchester Meadows, Newnham	Cycle Route Improvement	TSCSC	TBD	
209	City / South Cambs	C			S	Trumpington High Street, between Hauxton Road / Shelford Road junction and Winchmore Drive	Cycleway Improvement	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: A1309 Trumpington High Street	
210	City / South Cambs		W		S	Steps from Long Road Bridge to CGB cycle route	Pedestrian Improvement	LTTS + TIP	TBD	
211	City / South Cambs				T	Addenbrooke's Road / Shelford Road junction improvements	Junction Improvement	TSCSC	TBD	
212	City / South Cambs	C	W	P	T	S	East Road, between Mill Road and St Matthew's Street / Nelson Close	Corridor Improvement	TSCSC	TBD
213	City / South Cambs	C	W	P	T	S	East Road, junction with St Matthew's Street	Junction Improvement	TSCSC	TBD
214	City / South Cambs	C	W	P	T	S	East Road, between St Matthew's Street / Nelson Close, and Elizabeth Way / Newmarket Road	Corridor Improvement	TSCSC	TBD

TIP ID	District	Category of Scheme					Scheme Location	Scheme Description	Strategy Basis	Programme
215	City / South Cambs	C	W	P	T	S	Elizabeth Way roundabout: junction of Newmarket Road with Elizabeth Way and East Road	Junction Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
216	City / South Cambs	C	W	P	T	S	Newmarket Road, between Elizabeth Way / East Road roundabout junction and Coldham's Lane	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
217	City / South Cambs	C	W			S	Newmarket Road, in vicinity of junction with Coldham's Lane	Cycle Crossing Improvement	TSCSC	TBD
218	City / South Cambs	C	W	P	T	S	Newmarket Road, junction with Coldham's Lane	Junction Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
219	City / South Cambs	C	W	P	T	S	Newmarket Road, between Coldham's Lane and Cheddars Lane	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
220	City / South Cambs	C	W	P	T	S	Newmarket Road, junction with Cheddars Lane	Junction Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
221	City / South Cambs	C	W	P	T	S	Newmarket Road, between Cheddars Lane and Stanley Road	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
222	City / South Cambs	C	W	P	T	S	Newmarket Road, junction with Stanley Road and B&Q access	Junction Improvement	LTTS + TSCSC	TBD
223	City / South Cambs	C	W	P	T	S	Newmarket Road, between Stanley Road and Ditton Walk	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
224	City / South Cambs	C	W	P	T	S	Newmarket Road, between Ditton Walk and Barnwell Road / Wadloes Road (McDonald's roundabout)	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
225	City / South Cambs	C	W	P	T	S	MacDonalds Roundabout: Newmarket Road junction with Barnwell Road and Wadloes Road	Junction Improvement	LTTS + TSCSC	TBD
226	City / South Cambs	C	W	P	T	S	Newmarket Road, between Barnwell Road / Wadloes Road (McDonald's roundabout) and B1047 Ditton Lane	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
227	City / South Cambs	C	W			S	Ditton Lane crossing improvements for cyclists at junction with Newmarket Road	Cycle Crossing Improvement	TSCSC	City Deal Newmarket Road Corridor Improvements
228	City / South Cambs	C	W	P	T	S	Newmarket Road, between B1047 Ditton Lane and Park & Ride access	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
229	City / South Cambs	C	W	P	T	S	Newmarket Road, between Park & Ride access and Airport Way	Corridor Improvement	LTTS + TSCSC	City Deal Newmarket Road Corridor
230	City / South Cambs			P	T		In the vicinity of the junction of Airport Way with Newmarket Road	New Park & Ride site Segregated car access to new Park & Ride site	TBD	TBD
231	City / South Cambs	C	W			S	Between Stow Cum Quay and Lode	New footway / cycleway	TSCSC + Draft TSEC	Cycle City Ambition Grant
232	City / South Cambs	C	W			S	Ditton Lane, between Fison Road and Fen Ditton Community Primary School	Cycleway & Footway Improvement Cycle crossing improvements	TSCSC	City Deal Phase 1 Cross City Cycle Improvements: Ditton Lane and Links to East Cambridge
233	City / South Cambs			P			Longstanton Park & Ride site	Expanded Park & Ride	TSCSC	TBD
234	City / South Cambs			P			Busway loop through Northstowe	Bus Priority	LTTS + TSCSC	TBD
235	City / South Cambs	C	W			S	B1050, between Longstanton and Bar Hill	New footway / cycleway	TSCSC	Transport Delivery Plan
236	City / South Cambs	C	W				Along alignment of Longstanton Road ('Old Airfield Road') between Longstanton and Oakington	New Cycleway and Footway	TSCSC	TBD
237	City / South Cambs	C	W			S	Along Oakington Road - Dry Drayton Road, between Dry Drayton and Oakington	New footway / Cycleway	TSCSC	TBD
238	City / South Cambs	C	W			S	Rampton to Northstowe, via Reynold's Drove between Rampton Road and Cuckoo Lane	Upgrade footpath to Cycleway	TSCSC	TBD
239	City / South Cambs	C	W			S	Longstanton Road, Over: between CGB and King Street	New Cycleway	TSCSC	TBD
240	City / South Cambs	C					Between Oakington and Girton via Cambridge Road - Oakington Road	Cycle Route Improvement	TSCSC	TBD
241	City / South Cambs				T	S	Ramper Road, between Longstanton and Swavesey	Safety Improvements	TSCSC	TBD
242	City / South Cambs				T	S	Rampton Road, between Willingham and Rampton	Safety Improvements	TSCSC	TBD
243	City / South Cambs				T		Willingham Traffic Lights at Church Street / B1050 / High Street junction	Capacity Improvement	TSCSC	TBD
244	City / South Cambs		W			S	Safety improvements at CGB bridgepath crossing between Rampton Drift and Rampton, no bridge	Safety Improvements	TSCSC	TBD
245	City / South Cambs	C				T	Northstowe Southern Access Road (West), linking Northstowe to the B1050	New Access Road	LTTS + TSCSC	Northstowe Phase 2 Works

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme	
246	City / South Cambs				T	B1050, between Highways England A14 works and new roundabout for Northstowe Southern Access Road (West)	Highway Capacity Improvement	LTTS + TSCSC	Northstowe Phase 2 Works	
247	City / South Cambs				T	Northstowe Southern Access Road (West), linking Northstowe to the B1050	New Access Road	LTTS + TSCSC	TBD	
248	City / South Cambs		W		T	Closure of Longstanton Road (Airfield Road) with pelican crossing and access junction towards Oakington	Traffic Management Scheme	TSCSC	TBD	
249	City / South Cambs				T	Oakington crossroads (Longstanton Rd / Water Ln / Cambridge Rd / Dry Drayton Rd) signal upgrade and slight widening of junction to improve capacity.	Junction Improvement	TSCSC	TBD	
250	City / South Cambs	C			T	Cambridge Rd / New Rd (south of Oakington) roundabout with cycle crossings.	Junction Improvement	TSCSC	TBD	
251	City / South Cambs	C	W			Rampton to Cottenham widening of existing path alongside Church End-Rampton Road	Cycleway Improvement	TSCSC	TBD	
252	City / South Cambs	C	W		S	Oakington to Cottenham cycle route alongside Oakington Road	New Cycleway	TSCSC	TBD	
253	City / South Cambs	C	W		S	Rampton to Willingham cycle route alongside Rampton Road.	New Cycleway	TSCSC	TBD	
254	City / South Cambs	C	W		S	Improvements to link at Windmill Hill between CGB and Over Road.	Cycleway Improvement	TSCSC	TBD	
255	City / South Cambs	C	W		S	Upgrade to track (Reynolds Drove) between Rampton and CGB.	Cycleway Improvement	TSCSC	TBD	
256	City / South Cambs	C	W		S	1.96km new bridleway links from Northstowe to Willingham, mostly upgrading of existing tracks. Cost	Cycleway Improvement	TSCSC	TBD	
257	City / South Cambs	C	W		S	2.31km new bridleway link avoiding road from Longstanton to Swavesey. Connecting footpath linking to Ramper Road to be raised to bridleway status. Route generally follows boundaries to avoid creating cross-field route.	Cycleway Improvement	TSCSC	TBD	
258	City / South Cambs	C	W		S	Shared use Non Motorised User (NMU) route from Boxworth to the A14	New shared use footway / cycleway	TSCSC	TBD	
260	City / South Cambs	C			T	S	New alignment parallel to the B1050 Shelford's Road, between A1123 Earith Bridge and layby 1 mile southeast	New Road	LTTS + TIP	TBD
261	City / South Cambs	C				S	Along line of B1050, between Willingham and A1123 Earith Bridge	New Cycleway	TSCSC + TIP	TBD
536	City / South Cambs	C					Throughout Cambridge City	Cycle Parking	TSCSC	City Deal Phase 1 Cross City Cycle Improvements
537	City / South Cambs	C				S	Throughout Cambridge City	Minor Cycleway Improvements	TSCSC	City Deal Phase 1 Cross City Cycle Improvements
538	City / South Cambs	C	W				Mitigation of local traffic impacts-Bourn Airfield, West Camboorne, Caldecote, Toft, Comberton and Barton	Highways Improvements	LTTS	TBD
539	City / South Cambs	C	W	P	T	S	Wider Camboorne pedestrian / cycle network	Pedestrian and Cycleway Improvements	LTTS	TBD
540	City / South Cambs					T	A505 capacity improvements between the A11 and M11 in the Duxford / Whittlesford / Pampisford area	Highway Improvement	LTTS	TBD
541	City / South Cambs					T	Mitigation of local impacts-Waterbeach on Horningsea, Fen Ditton, Milton and Landbeach	Highways Improvements	LTTS	TBD
542	City / South Cambs	C	W				Wider Waterbeach pedestrian / cycle network linking town to Cambridge and surrounding villages	Pedestrian and Cycleway Improvements	LTTS	TBD
543	City / South Cambs	C	W			S	Cycle catchment area connecting employment areas in the A428 corridor including Camboorne	Cycle and Walking network improvements	TSCSC	TBD
544	City / South Cambs	C	W			S	Cycle catchment area connecting transport interchanges along the A428 corridor	Cycle and Walking network improvements	TSCSC	TBD
545	City / South Cambs	C	W			S	3 mile catchment area for Camboorne Village College	Cycle and Walking network improvements	TSCSC	TBD
546	City / South Cambs	C	W			S	3 mile catchment area for Comberton Village College	Cycle and Walking network improvements	TSCSC	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
547	City / South Cambs	C	W		S	3 mile catchment area for Gamlingay Village College	Cycle and Walking network improvements	TSCSC	TBD
548	City / South Cambs	C	W	P		Along A1307 corridor between Haverhill and Cambridge	New transport interchanges	TSCSC	TBD
549	City / South Cambs	C	W		S	Connecting transport interchanges along the A1307 corridor	Cycle and Walking network improvements	TSCSC	TBD
550	City / South Cambs	C	W		S	3 mile catchment area for Linton Village College	Cycle and Walking network improvements	TSCSC	TBD
551	City / South Cambs	C	W	P		Shelford Railway Station	Interchange Improvement	TSCSC	TBD
552	City / South Cambs	C	W	P		Whittlesford Parkway Railway Station	Interchange Improvement	TSCSC	TBD
553	City / South Cambs	C	W	P		Great Chesterford Railway Station	Interchange Improvement	TSCSC	TBD
554	City / South Cambs	C	W		S	Between Shelford and Saffron Walden	Cycle and Walking network improvements	TSCSC	TBD
555	City / South Cambs	C	W		S	Connecting Wellcome Trust Genome Campus with Babraham Research Campus and Granta Park	Cycle and Walking network improvements	TSCSC	TBD
556	City / South Cambs	C	W		S	3 mile catchment area for Sawston Village College	Cycle and Walking network improvements	TSCSC	TBD
557	City / South Cambs	C	W	P	T	Waterbeach Railway Station	Interchange Improvement	TSCSC	TBD
558	City / South Cambs	C	W		S	3 mile catchment area for Cottenham Village College	Cycle and Walking network improvements	TSCSC	TBD
559	City / South Cambs	C	W		S	3 mile catchment area for Impington Village College	Cycle and Walking network improvements	TSCSC	TBD
560	City / South Cambs	C	W		S	3 mile catchment area for Waterbeach Railway Station	Cycle and Walking network improvements	TSCSC	TBD
561	City / South Cambs	C	W	P		Foxton Railway Station	Interchange Improvement	TSCSC	TBD
562	City / South Cambs	C	W	P		Shepreth Railway Station	Interchange Improvement	TSCSC	TBD
563	City / South Cambs	C	W	P		Meldreth Railway Station	Interchange Improvement	TSCSC	TBD
564	City / South Cambs	C	W	P		Ashwell and Morden Railway Station	Interchange Improvement	TSCSC	TBD
565	City / South Cambs	C	W		S	Between villages and Royston-Cambridge HQPT corridor	Cycle and Walking network improvements	TSCSC	TBD
566	City / South Cambs	C	W		S	A10, between Royston and Cambridge	Off-road Cycle network improvements	TSCSC	TBD
567	City / South Cambs	C	W		S	Catchment area for Melbourn Village College	Cycle and Walking network improvements	TSCSC	TBD
568	City / South Cambs	C	W		S	Catchment area for Bassingbourn Village College	Cycle and Walking network improvements	TSCSC	TBD
569	City / South Cambs	C	W			Catchment area for employment sites in Newmarket to Cambridge corridor	Cycle and Walking network improvements	TSCSC	TBD
570	City / South Cambs	C	W			Catchment area for Newmarket Road Park & Ride site	Cycle and Walking network improvements	TSCSC	TBD
571	City / South Cambs	C	W		S	Catchment area for Bottisham Village College	Cycle and Walking network improvements	TSCSC	TBD
572	City / South Cambs	C	W	P		Cycle catchment area for employment sites in Northstowe to Cambridge corridor	Cycle and Walking network improvements	TSCSC	TBD
573	City / South Cambs	C	W		S	Cycle catchment area for Swavesey Village College	Cycle and Walking network improvements	TSCSC	TBD
574	City / South Cambs	C	W		S	Cycle catchment area for Cottenham Village College	Cycle and Walking network improvements	TSCSC	TBD
575	City / South Cambs	C	W		S	Cycle catchment area for Impington Village College	Cycle and Walking network improvements	TSCSC	TBD
576	City / South Cambs	C	W		S	Cycle catchment area for Guided Busway northern section	Cycle and Walking network improvements	TSCSC	TBD
583	City / South Cambs				T	Vicinity of Station Road, Cambridge	Resident Parking Management Scheme	TSCSC	TBD
584	City / South Cambs			P		Shepreth Road, Foxton	Real Time Bus Information Displays	TSCSC	TBD
586	City / South Cambs				T	Shepreth Road, Foxton	Traffic Regulation Order to extend the 30mph speed limit on Shepreth Road	TSCSC	TBD
587	City / South Cambs			P		Southbound bus stop in vicinity of 315-349 Mill Road, Cambridge	Real Time Bus Information Display	TSCSC	TBD
588	City / South Cambs				T	Residential streets in the vicinity of Arm, Fulbourn Road, Cambridge	Resident Parking Management Scheme	TSCSC	TBD
590	City / South Cambs			P		Westbound Bus Stop, Fulbourn Road, in vicinity of Arm, Peterhouse Technology Park	Real Time Bus Information Display	TSCSC	TBD
591	City / South Cambs			P		Westbound Bus Stop, Fulbourn Road, in vicinity of Arm, Peterhouse Technology Park	Bus Shelter Installation	TSCSC	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
592	City / South Cambs			P		Southbound bus stop, Cody Road, Waterbeach	Real Time Bus Information Display	TSCSC	TBD
593	City / South Cambs			P		Puddicombe Way Bus Stop (or other bus stop within close proximity to the development)	Real Time Bus Information Display	TSCSC	TBD
594	City / South Cambs	C	W			Link between Red Cross Lane and Robinson Way, Cambridge	Upgrade Existing Footpath to Cycle Path	TSCSC	TBD
597	City / South Cambs				T	Sawston: Junction of Babraham Road with Cambridge Road / New Road / Hillside	Junction Improvement	TSCSC	TBD
600	City / South Cambs	C			S	Junction of Hills Road with Purbeck Road	Cycle Safety Improvement: Introduction of Right Turn Lane for cyclists at junction	TSCSC	TBD
601	City / South Cambs			P		Waterbeach: Cody Road, southbound	Bus Stop Improvement	TSCSC	TBD
602	City / South Cambs			P		Waterbeach: Cody Road, northbound	Bus Stop Improvement	TSCSC	TBD
603	City / South Cambs			P		Girton: Girton Road, southbound, south of junction with Wellbrook Way	Bus Stop Improvement	TSCSC	TBD
604	City / South Cambs			P		Girton: Girton Road, southbound & northbound, south of junction with Wellbrook Way	Real Time Bus Information Displays	TSCSC	TBD
605	City / South Cambs				T	M11 Corridor	Highway Capacity Improvement	TSCSC	TBD
606	City / South Cambs				T	Between Addenbrooke's Road and Babraham Road	Highway Capacity Improvement	TSCSC	TBD
607	City / South Cambs				T	Between Babraham Road and Cherry Hinton (Yarrow Road)	Highway capacity Improvement	TSCSC	TBD
608	City / South Cambs				T	Between Airport Way and the A14 Fen Ditton junction	Highway capacity Improvement	TSCSC	TBD
609	City / South Cambs			P		Investigate Bus tunnels a possible longer term option for addressing capacity constraint in city centre	Investigate Bus tunnels a possible longer term option for addressing capacity constraint in city centre	TSCSC	TBD
610	City / South Cambs	C				Midsummer Common	Cyclepath Works	TSCSC	Cycle Team
611	City / South Cambs	C	W			Buchan Street Area	Pedestrian and Cycle Improvements	TSCSC	TBD
612	City / South Cambs			P		Science Park, Histon & Milton	RTPI Improvements	TSCSC	TBD
614	City / South Cambs	C	W			Across Arbury Road, at its junction with Kings Hedges Road	Pedestrian / Cycle crossing improvement	TSCSC	Cycle Team
619	City / South Cambs	C	W			Hills Road Bridge Steps	Cycle / Pedestrian Improvement	TSCSC	TBD
620	City / South Cambs			P		Brooklands Avenue	Re-siting of bus stops / upgrade of bus stops RTPI	TSCSC	TBD
621	City / South Cambs			P		From Cambridge to Cherry Hinton & Fulbourn (via Coldham's Lane)	RTPI Improvements	TSCSC	TBD
623	City / South Cambs	C	W		T	Throughout Cambridge City	Removal of Unnecessary Street Signage	TSCSC	TBD
629	City / South Cambs				T	Residential streets to the east of Hills Road & south of Cherry Hinton Road that do not currently have any parking controls are within 20 minutes walk of the Triangle Site	Parking Management Scheme	TSCSC	TBD
630	City / South Cambs				T	Residential streets within the Arcadia development, south of Brooklands Avenue	Parking Management Scheme	TSCSC	TBD
631	City / South Cambs			P		Brooklands Avenue	Real Time Passenger Information Display	TSCSC	TBD
633	City / South Cambs	C				Vicinity of Station Road, Cambridge	Improved Cycle Parking Provision	TSCSC	TBD
634	City / South Cambs				T	Linton Police Station & 9-15 Cambridge Road	Publication and implementation of a Traffic Regulation Order to change the speed limit	TSCSC	TBD
638	City / South Cambs				T	Northern junction of Cowley Road with Milton	Highway improvement works to the southbound road markings comprising lane redesignation with on street car parking to be controlled with TROs along entire length of Cowley Road.	TSCSC	TBD
640	City / South Cambs	C	W		S	Ickleton Road, between Hexcel site access, Duxford and Ickleton	New cyclepath	TSCSC	TBD
641	City / South Cambs	C	W			Between Crafts Way (Bar Hill Perimeter Road), Bar Hill and Oakington Road, Dry Drayton, following edge of the Golf Course	New Cyclepath	TSCSC	TBD
644	City / South Cambs				T	M11 Junction 13	Ramp Metering	TSCSC	TBD
645	City / South Cambs				S	Huntingdon Road, Cambridge, between A14 and Histon Road	Speed Management	TSCSC	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
646	City / South Cambs		P			Opposite Windmill Lane, on Cambridge Road, Fulbourn	Real Time Passenger Information Display	TSCSC	TBD
650	City / South Cambs			T		Brunswick Site, Cambridge	Traffic Regulation Order to preclude on-street parking of private vehicles by Occupants of the Development and their visitors within streets subject to resident parking restrictions	TSCSC	TBD
651	City / South Cambs			T		Land Rear of 93/95 Tenison Rd, Cambridge	Traffic Regulation Order to exclude the residents of dwellings from being eligible for residents permits except for visitor permits	TSCSC	TBD
652	City / South Cambs			T		Wessex Place, 35 Magrath Avenue, Cambridge	Traffic Regulation Order to remove rights of all residents of the Development to obtain any permit to park on-street within the existing Resident's Parking Scheme including parking permits for visitors.	TSCSC	TBD
654	City / South Cambs	C	W			Orbital cycle route between Histon Road and Maddingley Road	Improvements to the cycle crossing points and facilities along the Histon Road to Maddingley Road cycle route.	TSCSC	TBD
655	City / South Cambs		P			Opp Howes Place, Cambridge	Bus Stop Improvement: New Bus Shelter	TSCSC	TBD
656	City / South Cambs		P			Opp Howes Place, Cambridge	Real Time Passenger Information Display	TSCSC	TBD
657	City / South Cambs			T		Junction of Maddingley Road with Queen's Road and Northampton Street	Junction Improvement	TSCSC	TBD
658	City / South Cambs			T		Residential Streets in the vicinity of University site at Northwest Cambridge	Controlled Parking Zone - consultation and implementation	TSCSC	TBD
659	City / South Cambs		W			M11 Underpass	M11 Underpass Upgrade	TSCSC	TBD
660	City / South Cambs	C	W			PROW 39/30: Coton Countryside Reserve Link: bridleway between Maddingley Road and cycle bridge over the M11	Public Right of Way Upgrade	TSCSC	TBD
661	City / South Cambs			T		Vicinity of Devonshire Road, Cambridge	Traffic Regulation Order to control parking on roads in vicinity of the development	TSCSC	TBD
663	City / South Cambs	C	W			"Horse Paddocks Path", west of Ditton Lane	Cyclepath Improvement	TSCSC	TBD
692	City / South Cambs		W		S	High Street and Beach Road close to Brenda Gautrey Way, Cottenham	Upgrade of High Street crossing to a zebra crossing and improvements to the crossing of Beach Road close to Brenda Gautrey Way	TSCSC	TBD
693	City / South Cambs			T	S	Vicinity of Duxford Primary School	Installation of flashing warning signs	TSCSC	Hexcel, Land off Ickleton Rd
694	City / South Cambs			T	S	Each entrance to the village of Duxford on Hunts Rd, Ickleton Rd and Moorfield Rd	Installation of flashing warning signs	TSCSC	Hexcel, Land off Ickleton Rd
785	City / South Cambs		P	T	S	Cambridge Station Busway/Bus Interchange	2x ANPR Cameras to restrict access to the Guided Busway/Bus Interchange at Cambridge Station.	TSCSC	TBD
786	City / South Cambs	C				Queens Road/Newnham Road Cambridge. Key cycle route that could benefit from cycle lanes in both directions.	Hybrid cycle lanes on both sides of the road. Cycling down here is not safe due to narrow width and parked cars on one side of the road. There is a very wide verge and grass on both sides so no excuse that a sensitively designed scheme could not be implemented here.	TSCSC	TBD
788	City / South Cambs	C				Cambridge Road, Fulbourn	Fulbourn: cycle improvements along Cambridge Rd - new lighting	Cambridge City Council South Cambridgeshire District Council IDS Study 2015	TBD
790	City / South Cambs	C				Carter Bridge, Devonshire Rd to Rustat Rd, Cambridge	architectural upgrade including cladding	TSCSC	TBD
792	City / South Cambs	C				Swavesey Busway stop	Provision of additional cycle stands	Identified through Development Process	Developer to deliver
800	City / South Cambs	C	W			Shared use off road route between Queen Edith and Roman Road via Worts Causeway	Natural surface for pedestrians and equestrians only, as provision for cyclists already present alongside A1307. Signage from roadside and waymarking posts required along route.	Identified through Development Process	TBD

TIP ID	District	Category of Scheme			Scheme Location	Scheme Description	Strategy Basis	Programme
801	City / South Cambs	C	W		Permissive bridleway from Glebe Farm to Hauxton	Mostly along line of existing permissive footpath on land owned by Trumpington Estate.	Identified through Development Process	TBD
802	City / South Cambs	C	W		Haslingfield to Grantchester Non-Motorised User (NMU) bridleway link	Upgrade to existing public footpath to bridleway with improvements to surface.	Identified through Development Process	TBD
804	City / South Cambs	C	W		Waterbeach Greenway: Cambridge to Waterbeach	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
805	City / South Cambs	C	W		Horningsea Greenway: Cambridge to Horningsea	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
806	City / South Cambs	C	W		Swaffhams Greenway: Cambridge to the Swaffhams via Stow-cum-Quy	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
807	City / South Cambs	C	W		Bottisham Greenway: Cambridge to Bottisham via Stow-cum-Quy	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
808	City / South Cambs	C	W		Fulbourn Greenway: Cambridge to Fulbourn via Cherry Hinton	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
809	City / South Cambs	C	W		Linton Greenway: Cambridge to Linton via Granta Park and Babraham	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
810	City / South Cambs	C	W		Sawston Greenway: Cambridge to Sawston via Stapleford and link to Babraham	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
811	City / South Cambs	C	W		Melbourn Greenway: Cambridge to Melbourn	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
812	City / South Cambs	C	W		Haslingfield Greenway: Cambridge to Haslingfield	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
813	City / South Cambs	C	W		Barton Greenway: Cambridge to Barton, includes option via Grantchester	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways
814	City / South Cambs	C	W		Comberton Greenway: Cambridge to Comberton via Coton	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
454	East Cambs		P			Soham Railway Station	Rail Improvement	LTTS + TSEC	TBD
455	East Cambs		P			Ely area rail infrastructure improvements through Ely North Junction and Ely to Soham line	Rail Improvement	LTTS + TSEC	TBD
456	East Cambs		P			Newmarket west curve between the Ely to Ipswich and Ely to Cambridge lines	Rail Improvement	LTTS + TSEC	TBD
457	East Cambs	C	W	P	T	Improved parking and interchange facilities at Ely Station	Public Transport Improvement	LTTS + TSEC	TBD
459	East Cambs				T	Dualling of the A10 between the A142 Witchford Road and the A142 Angel Drove	Highways Improvements.	LTTS + TSEC	TBD
460	East Cambs	C				Cycle bridge over the A10 with upgraded link to Lancaster Way	Cycle bridge	TSEC	TBD
461	East Cambs	C				Cycle route Lynn Rd- High Barns Ely	via New Barns Avenue (Options - on rd. lane, shared use path)	TSEC	TBD
462	East Cambs	C	W			Feasibility Study for Cycle route: Western Boundary of Ely	Investigate options of shared use path	TSEC	TBD
463	East Cambs	C				Cycle route High Barns - New Barns Ely	Options on-rd., shared use path	TSEC	Transport Delivery Plan
465	East Cambs	C				Ely city centre locations including along the edge of the Market Square in the corner opposite the war memorial, Market Place, and the Cloisters area	Provision of additional cycle stands	TSEC	TBD
467	East Cambs	C				Ely - Cycleway Route along Cam Drive connecting Kings Ave to Lynn Rd	New cycleway	TSEC	TBD
468	East Cambs	C	W			Ely - Pedestrian and cycle link (bridge) to connect Summer Hayes (off Henley Way) to Merivale Way	Pedestrian and cycle link/bridge between Henley Way and Merivale Way- Linking tow large housing developments and connecting into the Lisle Lane route. This route would also connect up the Ely North development	TSEC	TBD
470	East Cambs				S	Feasibility study to review A10/West Fen Rd junction-Safety Scheme	Investigation required- options could include: New 4 arm roundabout Additional signage	TSEC	TBD
471	East Cambs				S	A10 Downham Rd- Safety scheme	Investigation required-options could include: Signage near the school Pedestrian crossings; cycle pedestrian underpass as part of the leisure centre development; Traffic calming	TSEC	TBD
472	East Cambs				S	Ely Broad Street/Back Hill junctions changes	Safety improvements	TSEC	TBD
474	East Cambs		P			Real Time Bus Information and other infrastructure improvements in Ely	Real time bus information and other infrastructure improvements: List Bus Stops, Interchange on Market Street	TSEC	TBD
476	East Cambs				T	Improve access and parking provision at Littleport Station	Additional car and cycle parking; improve access for all users	TSEC	TBD
477	East Cambs	W			T	Littleport town centre streetscape improvements - Main Street, Granby Street, Hitches Street, Globe Lane, Crown Lane	Improvements could include Signage, Street Lighting, Kerb level, Information panels, Benches	TSEC	TBD
478	East Cambs	C	W			Littleport - circular pedestrian route to the north, south and east of Littleport	Creation of new circular pedestrian route to improve access	TSEC	TBD
479	East Cambs	C	W			Littleport - new route to Little Downham and Ely (Bank Branch between Littleport and Ely) or Ely Road-Lynn Road	New routes to Little Downham and Ely (Black Bank between Littleport and Ely) to improve pedestrian and cycle access	TSEC	TBD
480	East Cambs		P			Littleport improved bus service provision	Bus Service Revenue Support	TSEC	TBD
481	East Cambs		P			Soham- Improvements to town centre bus stops; Service 12, 117	Service 12, 117 Stop opposite Brook Dam Lane Stop near the Birches	TSEC	TBD
483	East Cambs	C				Soham Town Cycling network	Hall St Pratt St High St Paddock St Townsend Rd Sand St to connect with Fordham Rd (Options on-road label, shared use path)	TSEC	TBD

TIP ID	District	Category of Scheme					Scheme Location	Scheme Description	Strategy Basis	Programme
484	East Cambs	C					Cycle route: Soham to Ely (via Stuntney)	9.6km Link in with route above and also to Soham to Wicken Fen listed below	TSEC	TBD
485	East Cambs		W				Soham - Investigation Streetscape Improvements alongside Mereside and Brook Street	Investigate 20mph alongside Mereside and Brook St (existing 30mph)	TSEC	TBD
486	East Cambs	C					Cycle route: Soham to Wicken Fen	Options Off Rd route connecting to NCN 11 links to Soham to Ely Scheme. Consider routeing via Upware	TSEC	TBD
487	East Cambs				T		Soham Eastern Gateway linkages - A142 Link Rd to Pratt St A142/Eastern Gateway	New roundabout on the A142 Link Rd to Pratt St A142/Eastern Gateway	TSEC	TBD
488	East Cambs				S		Ashley village - investigations into traffic calming - village centre	Investigation into traffic calming	TSEC	TBD
489	East Cambs	C					Brinkley village - Cycle route improvements to Borough Green	Cycle route improvement	TSEC	TBD
490	East Cambs				S		Burwell - Safety Improvement Signage on Newham Lane/Pantile Lane/Castburn Lane	Safety Improvements	TSEC	TBD
491	East Cambs				S		Burwell - Speeding issues- investigate introduction of speed reduction measures through the village	Speed reduction measures	TSEC	TBD
492	East Cambs	C	W		S		Cycle/ pedestrian path between Burwell and Exning along B1103 Newmarket Road: between B1102 Isaacson Road and The Drift, Exning	New Shared Use Cycle and Pedestrian Path	TSEC	TBD
493	East Cambs				S		Cheveley - Investigations into traffic calming - village centre	Investigation into traffic calming	TSEC	TBD
494	East Cambs	C					Dullingham - Cycle route improvement	Investigation into cycle link to Newmarket	TSEC	TBD
495	East Cambs	C					Burwell - Fordham - Isleham	Cycle route improvement	TSEC	TBD
496	East Cambs				T	S	Haddenham - Investigations into Improvements to Witcham Toll junction	Investigate possibility of a roundabout / traffic signals A142 / Ely Rd	TSEC	TBD
497	East Cambs				T	S	Haddenham - Investigate measures to reduce HGV traffic through village	Investigate measures to reduce HGV traffic through village	TSEC	TBD
498	East Cambs	C	W				Little Downham - Cycle improvement to Ely	Improve bridleway to create cycle route from Little Downham to Ely (investigate opportunities for improvements to NCN 11) or upgrade existing footway alongside B1211 to shared use.	TSEC	TBD
499	East Cambs				S		Little Thetford - Investigate possible safety and access improvements to the A10 / The Wyches junction	Investigate improvements to the junction to improve safety of right turning traffic towards Ely.	TSEC	TBD
500	East Cambs				S		Little Thetford - Speeding Issues on A10	Review of 50mph limit	TSEC	TBD
501	East Cambs				S		Little Thetford - Traffic calming measures at the village junction with the A10	At the junction of the village with the A10	TSEC	TBD
502	East Cambs	C	W				Little Thetford - Foot/cycle path extensions - In the Wyches from the cemetery to A10 and between Little Thetford and Stretham	Required in the Wyches from the cemetery to A10 (may require land take) and between Little Thetford and Stretham	TSEC	TBD
503	East Cambs	C	W				Lode to Quy - Pedestrian/Cycle improvement	Cycle route between Quy and Lode for commuter to Cambridge (investigate opportunity for improvements to NCN 11 but also options for B1102 segregated cycle route or shared use ped/cycle path)	TSEC	Cycle City Ambition Grant
504	East Cambs	C					Mepal - Cycle Improvement along A142 from Sutton	Segregated cycle route along A142 from Sutton to Mepal	TSEC	TBD
505	East Cambs				S		Newmarket Fringe, Duchess Drive - Investigations into traffic calming	Investigation into traffic calming	TSEC	TBD
506	East Cambs				S		Queen Adelaide along B1382 and at junction with river bridge	Investigate speed reduction measures along B1382 and safety issues at junction with river bridge	TSEC	TBD
507	East Cambs				S		Reach - Traffic Calming	Investigate need for traffic calming in the village; Investigation into congestion relief at Stow cum Quy / A14	TSEC	TBD
508	East Cambs				S		Stechworth- Traffic Calming	Investigations into traffic calming - village centre	TSEC	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
509	East Cambs	C	W			Stretham - Ely walking and cycling route	Investigate shared use or segregated walking / cycling route between Stretham and Ely	TSEC	TBD
510	East Cambs				S	Stuntney - Traffic Calming	Investigate need for traffic calming through the village	TSEC	TBD
511	East Cambs	C	W			Stuntney - Through the village and connections to Ely - Investigate pedestrian and cycle routes	Pedestrian and Cycle Improvements	TSEC	TBD
512	East Cambs				S	Sutton - Feasibility assessment of speed reduction options for the Brook, High Street and The America	Road safety measures	TSEC	TBD
513	East Cambs		W		S	Sutton - Road Safety- installation of Pelican crossing near school and the Brook	Pedestrian crossing	TSEC	TBD
514	East Cambs		W		S	Swaffham Bulbeck - Denny to the High Street	Pedestrian crossing	TSEC	TBD
515	East Cambs				S	Swaffham Bulbeck - Traffic calming through village	Traffic calming	TSEC	TBD
516	East Cambs		W			Swaffham Bulbeck - Walking improvement	Investigate feasibility for permissive pedestrian paths around the village	TSEC	TBD
517	East Cambs	C				Swaffham Bulbeck- cycle route from Lode/Swaffham Bulbeck to Swaffham Prior	continuation of off-road route into Swaffham Prior	TSEC	TBD
518	East Cambs	C				Upware - Cycle route to Wicken and along the river to Waterbeach	Cycle improvement	TSEC	TBD
519	East Cambs				S	Wentworth - Investigate feasibility of installation of pedestrian island at junction with A142	Investigate feasibility of installation of pedestrian island at junction with A142	TSEC	TBD
520	East Cambs	C				Wicken - cycle route between Wicken and Soham via Downfields and Drury Lane	Cycle improvement	TSEC	TBD
521	East Cambs	C	W			Wilburton - Pedestrian and cycle route between village and Cottenham	Cycling and Walking improvements	TSEC	TBD
522	East Cambs				S	Willburton village specifically High Street, Station Rd, Twenty Pence Rd, Broadway	Investigate speeding issues through village. Consider signage, change in speed limit	TSEC	TBD
523	East Cambs		W			Willburton - High Street	walking improvements	TSEC	TBD
524	East Cambs				S	Willburton - Safety improvement - Carpond Lane / School	Safety improvement to address dangerous driving / parking, improve signage, lining	TSEC	TBD
526	East Cambs	C				Witchford- Cycling improvements from Wentworth junction- connect to existing segregated shared use provision- signage / surface improvements	Cycleway Improvements	TSEC	Transport Delivery Plan
527	East Cambs				S	Woodditton - Investigation into traffic calming on Saxon Street	Investigation into traffic calming	TSEC	TBD
528	East Cambs	C				Woodditton - Cycle route improvements: Woodditton to Saxon Street and Woodditton to Stetchworth	Cycle route improvement	TSEC	TBD
649	East Cambs	C	W			Bottisham: linking existing path located to the south of Bendyshe Farm (which links with Ox Meadow) with existing path that leads to High Street	Footpath improvement	Identified through Development Process	TBD
673	East Cambs			T	S	Roundabout at the junction of Lancaster Way and the A142 Road	Safety Scheme including signage	Identified through Development Process	TBD
674	East Cambs			P		In vicinity of 23-49 Fordham Road, Soham	Bus Shelter Installation	Identified through Development Process	TBD
730	East Cambs	C				Ely - Ely North Development to Ely City Centre	Cycle access from Ely North development to Ely City Centre.	TSEC	TBD
732	East Cambs	C				Ely - Gallery Street and Silver Street	Cycle improvement - Improve cycling conditions. Potentially remove cobbled speed bumps	TSEC	TBD
733	East Cambs	C	W			Ely - Paradise recreation ground	Cycle/ pedestrian access improvement through Paradise recreation ground	TSEC	TBD
734	East Cambs	C				Ely - in the vicinity of the train station/ Tesco	Investigation into cycleway improvements in the vicinity of the train station and Tesco	TSEC	TBD

TIP ID	District	Category of Scheme					Scheme Location	Scheme Description	Strategy Basis	Programme
735	East Cambs	C	W				Ely - access to Ely rail station	Investigate options for improving pedestrian and cyclist access to Ely Station from key locations within and around Ely	TSEC	TBD
736	East Cambs	C	W				Ely - access to Lancaster Way Business Park	Improvements to pedestrian and cycle access to Lancaster Way Business Park: Investigate option of a cycle link along A10/ A142 from Lancaster Way to the train station after the development of the Ely Southern Bypass; Lighting of Lancaster Way cycle path to the A10; Widen the shared pedestrian and cycle route from Lancaster Way into Witchford; Cycle Bridge over the A10 with upgraded link to Lancaster Way	TSEC	TBD
737	East Cambs	C	W				Ely - between Ely and Waterbeach	Investigate options to improve Public Right of Way between Ely and Waterbeach	TSEC	TBD
738	East Cambs				T	S	East Cambridgeshire / Fenland: Diamond area north of A14 - south east of the A141 - south of the A142 and west of the A10	HGV restrictions. Short Term: Traffic monitoring. Longer Term following completion of the Ely Southern Bypass: further monitoring. Then investigate ways of reducing the impacts of HGVs.	TSEC	TBD
741	East Cambs			P			East Cambridgeshire District	Investigate installation of Real Time Passenger Information across the district	TSEC	TBD
742	East Cambs			P			Ely - Ely Station	Improved parking, access and interchange facilities at Ely Station. Measure to improve accessibility of the station by all modes and cater for more southbound trips from Ely by rail, reducing pressure on the A10.	TSEC	TBD
743	East Cambs			P			Ely - Prince of Wales Hospital	Upgrade the bus shelter.	TSEC	TBD
745	East Cambs			P			Ely - Barton Road Car Park	Provision of new coach drop off point as part of the Barton Road Car Park redevelopment	TSEC	TBD
746	East Cambs				T	S	Littleport - Wisbech Road	Implementation of a 30mph speed reduction on Wisbech Road linked to School development	TSEC	TBD
747	East Cambs				T	S	Soham - Southern Bypass (A142)	Investigate safety and access improvements onto the Soham Southern Bypass (A142)	TSEC	TBD
749	East Cambs	C					Barway - Cycle Route 11 between Barway and Ely	Improve cycle track surface for route 11 near Barway	TSEC	TBD
751	East Cambs			P			Dullingham - Train Station	Expansion of the existing car park at Dullingham Station	TSEC	TBD
752	East Cambs	C	W				Dullingham - Dullingham Village to Dullingham train station	Walking and cycling improvement between the train station and Dullingham Village	TSEC	TBD
753	East Cambs					S	Dullingham - Dullingham Village to Dullingham train station	Street lighting improvements between Dullingham Village and Dullingham Station	TSEC	TBD
754	East Cambs	C					Fordham - Between Fordham/Soham and Newmarket	Cycle route improvement between Soham/Fordham to Newmarket	TSEC	TBD
755	East Cambs				T	S	Fordham - various locations within Fordham	Investigation into traffic calming	TSEC	TBD
756	East Cambs				T		Haddenham - top of the High Street/Hop Row (close to the A1123/A1421 junction)	Installation of a traffic light controlled pedestrian crossing at the top of Haddenham High Street	TSEC	Transport Delivery Plan
757	East Cambs				T	S	Isleham - throughout village	Investigate speed reduction measures throughout village	TSEC	TBD
758	East Cambs				T		Kennett - between A14 and A11	Investigate measures to reduce through traffic between A14 and A11 linked to development proposals	TSEC	TBD
759	East Cambs	C					Lode - over the river on Lodes Way	Investigate options to improve cyclist accessibility over the river on Lodes Way	TSEC	TBD
760	East Cambs	C	W				Mepal - across the A142 from Mepal, Sutton, Elean business park, Witcham and Witcham Toll	Investigate options for safe crossing of the A142 between Mepal and Sutton, Elean business park, Witcham and Witcham Toll	TSEC	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
761	East Cambs				T	Mepal - vehicle access onto the A142	Investigate options to improve vehicular access from Mepal onto the A142. Potential to lower the speed on approach to the access	TSEC	TBD
762	East Cambs	C				Stretham - between Stretham and Soham/ Wicken	Investigate options for a cycle link between Stretham and Soham/ Wicken	TSEC	TBD
763	East Cambs	C				Wicken - Wicken to Waterbeach	Investigate options to improve the cycle route between Wicken and Waterbeach	TSEC	TBD
764	East Cambs				T	Wilburton - Wilburton/ Twenty Pence Road junction	Investigate options to improve the Wilburton / Twenty Pence Road junction	TSEC	TBD
765	East Cambs		W		S	Witchford - throughout village	Investigate suitable locations for dropped kerbs throughout village	TSEC	TBD
766	East Cambs				T S	Witchford - throughout village	Investigation into traffic calming	TSEC	TBD
767	East Cambs				T	Newmarket A14 / A142 Cambridgeshire into Suffolk	Junction capacity improvements.	LTTS + TSEC	TBD
768	East Cambs				T	Ely North (various locations) Site access from the A10, B1382 and Lynn Road	Fourth arm at the B1382 Ely Road / Prickwillow Road / Kings Avenue Roundabout; A new access road from the B1382 Prickwillow Road/ Kings Avenue roundabout to the A10 including a new junction with Lynn Road; A new access road from Cam Drive to a new roundabout on the A10	LTTS + TSEC	TBD
769	East Cambs				T	A14 - East of Cambridge between Milton interchange and Newmarket	Capacity improvements. Consideration of need for capacity improvements between Milton Interchange and Newmarket in the medium to longer term. Work to be led by Highways England's Midlands to Felixstowe Route Based Strategy.	LTTS + TSEC	TBD
770	East Cambs				T	A142 Junction Improvements - A142 / Sir James Black Road junction, and Cambridge Business Park	Improvements to the A142 / Sir James Black Road junction, Cambridge Business Park	TSEC	TBD
791	East Cambs	C	W			A142 Witcham Toll to Sutton	Upgrade existing footway to dual use	TSEC	TBD
794	East Cambs	C	W			Cycle / pedestrian underpass associated with Ely Southern Bypass In order to facilitate the Ely – Stuntney – Soham cycle route (Ely - Stuntney section to be delivered alongside the Ely Southern Bypass)		TSEC	TBD
796	East Cambs	C			T	A10 North Study- More information is provided in the "Further work to develop the Transport Strategy for East Cambridgeshire" section above.		TSEC	TBD
797	East Cambs				T	Ely city centre	Investigate implementation of 20mph zones where appropriate	TSEC	TBD
799	East Cambs				T	Speed reduction measures/ signage on Bottisham High Street	Speed reduction measures / signage	TSEC	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
347	Fenland				T	March junction improvement package	Highways Improvements	LTTS + March MTTS	TBD
348	Fenland				T	March Northern Link Road between Hostmoor Avenue and Elm Road	Highway Improvement	LTTS + March MTTS	TBD
349	Fenland		W			March, Estover Road, between Elm Road and entrance to playing fields	Footway improvement	March MTTS	TBD
350	Fenland	C	W		S	March, Norwood Road Bridge	Footway / Cycleway improvement	March MTTS	Transport Delivery Plan
351	Fenland		W			March, Nightall Drive to Marwick Road	Footway improvement	March MTTS	TBD
352	Fenland		W			March, Station Road, in vicinity of County Road	Footway improvement	March MTTS	TBD
353	Fenland		W			March, SW City Road, to NW entrance of police station	Footway improvement	March MTTS	TBD
354	Fenland		W			March, 'Old Railway Path', across Stow Fen	Footway improvement	March MTTS	TBD
355	Fenland		W			March, River paths, east of March	Footway improvement	March MTTS	TBD
356	Fenland	C	W			March, Shepperon's Bridge	Footway/ Cycleway improvement	March MTTS	TBD
357	Fenland		W			West of March, Burrowmoor Road loop	Footway improvement	March MTTS	TBD
358	Fenland		W			March, Nene North Bank Gap	Footway improvement	March MTTS	TBD
359	Fenland		W			March, Gault Bank	Footway improvement	March MTTS	TBD
361	Fenland		W			March, Town Centre	Footway improvement	March MTTS	TBD
362	Fenland		W			March, Creek Road level crossing	Footway improvement	March MTTS	TBD
363	Fenland	C	W			Wimblington, B1101 March Road, between 40mph signs (just south of A141 roundabout) and Honeymead Rd	Cycleway improvement	March MTTS	TBD
364	Fenland	C	W			Wimblington, B1101 March Road / Doddington Rd, between Honeymead Rd and B1093 Old Station Way	Cycleway improvement	March MTTS	TBD
367	Fenland	C	W			March, Development located N. of Knight's End Rd and S. of Gaul Rd	Cycleway improvement	March MTTS	TBD
368	Fenland	C			S	March, Link between proposed Hatchwood Park development and The Avenue (S. of Coronation Close, Public Right of Way 156/12)	Cycleway improvement	March MTTS	TBD
369	Fenland	C	W			St Peter's Road B1099, to the west of junction with Eastwood Avenue and Elwyn Road	Pedestrian and Cycle Crossing	March MTTS	TBD
370	Fenland	C				March, B1099, Wisbech Road, Peas Hill roundabout to Marylebone Road	Cycleway improvement	March MTTS	TBD
371	Fenland	C	W			March, A141, Peas Hill roundabout to Hostmoor Avenue (east side), Hostmoor Avenue to petrol station (south)	Cycleway improvement	March MTTS	TBD
372	Fenland	C	W			March, Links between new development and Wimblington Rd, Barkers Lane, Monte Long Close and Calvalry Drive	Cycleway improvement	March MTTS	TBD
373	Fenland	C				March, Barkers Lane, between nw and ne corners of new development	Cycleway improvement	March MTTS	TBD
374	Fenland	C	W			March, Between N. of Estover Rd development and Elm Rd, Estover Rd, Station Rd, Creek Rd, Nene Parade	Cycleway improvement	March MTTS	TBD
375	Fenland	C				Throughout March	Cycle signage	March MTTS	TBD
376	Fenland	C				March, NCN Route 63 between Whitemoor Prison and Twenty Foot Road	Cycleway improvement	March MTTS	TBD
377	Fenland	C				March, NCN Route 63 between Twenty Foot Rd and Long Drove	Cycleway improvement	March MTTS	TBD
378	Fenland	C				March, Whole of the strategy area	Cycle Parking	March MTTS	TBD
379	Fenland	C				March, cycle routes in and around March	Cycle map and brochure	March MTTS	TBD
380	Fenland	C	W			Central March	New Cycle Bridge	March MTTS	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
381	Fenland			T	S	March, B1099 Upwell Rd, in vicinity of junction with Cavalry Drive	Road safety measures	March MTTS	TBD
382	Fenland			T	S	March, Gaul Rd junction with A141	New junction	March MTTS	TBD
383	Fenland			T	S	March, Twenty Foot Road junction with A141	Road safety measures	March MTTS	TBD
384	Fenland		P			March, Railway Station	Railway Station Masterplan and Interchange Improvements	March MTTS	Fenland District Council to deliver
385	Fenland		P			March, Railway Station	Public Transport Infrastructure	March MTTS	TBD
386	Fenland			T		March, Broad St, from its junction with Station Rd & Dartford Rd to the bridge over the river	Town Centre Improvements	March MTTS	TBD
387	Fenland			T		March, between A141/Hostmoor Ave and A141/B1099 Wisbech Rd Peas Hill roundabout	Traffic and Safety Improvements	March MTTS	TBD
388	Fenland			T		A47 / A141 Guyhirn junction capacity improvements	Highway Improvement	LTTS: Roads Investment Strategy	TBD
389	Fenland			T		A47 Wisbech junction capacity improvements package	Highways Improvements	LTTS + Wisbech MTTS	TBD
390	Fenland			T		Wisbech river crossing and link road	Highways Improvements	LTTS + Wisbech MTTS	TBD
391	Fenland			T		Freedom Bridge junction modifications and Wisbech bus station access	Highways Improvements	LTTS + Wisbech MTTS	TBD
392	Fenland		P			Regeneration of Fenland Railway Stations	Rail Improvement	LTTS	TBD
393	Fenland			T		Wisbech south access road	Highways Improvements	LTTS + Wisbech MTTS	TBD
394	Fenland		P			March to Wisbech rail reinstatement	Rail Improvement	LTTS + Wisbech MTTS + March MTTS	TBD
395	Fenland			T		A47 capacity improvements, Thorney bypass to Walton Highway. Dualling of the A47 between Thorney Bypass and Walton Highway	Highway Improvement	LTTS	TBD
396	Fenland			T		Wisbech, A1101 Leverington Road	Local Highways Improvements	Wisbech MTTS	TBD
397	Fenland			T		Wisbech, Peatlings Lane and West Parade residential areas	Local Highways Improvements	Wisbech MTTS	Transport Delivery Plan
398	Fenland			T		Wisbech, College of West Anglia Isle Campus	Local Highways Improvements	Wisbech MTTS	TBD
399	Fenland			T	S	Wisbech, Railway Road, Fundrey Road, Victoria Road, Queens Road	Local Highways Improvements	Wisbech MTTS	TBD
400	Fenland			T		Wisbech, North Brink/ Chapel road junction	Local Highways Improvements	Wisbech MTTS	TBD
401	Fenland			T		Wisbech, Waterlees Ward: Bath Rad/ St Michaels Avenue/ Ollard Avenue	Local Highways Improvements	Wisbech MTTS	TBD
402	Fenland			T		Wishbech, Old Market/ Chapel Road junction	Local Highways Improvements	Wisbech MTTS	TBD
403	Fenland				S	Wisbech, near schools	Local Highways Improvements	Wisbech MTTS	TBD
405	Fenland		P			Wisbech, Bus station	Bus Station Facilities improvement	Wisbech MTTS	TBD
406	Fenland		P			Wisbech, key bus stops	Public Transport Improvement	Wisbech MTTS	TBD
407	Fenland	C	W			Wisbech, Agricultural College Site/ Meadowgate Lane to Town Centre	Footway/ Cycleway improvement	Wisbech MTTS	TBD
408	Fenland	C	W			Wisbech, Port Area/ Waterlees Ward to Town Centre	Footway/ Cycleway improvement	Wisbech MTTS	TBD
409	Fenland	C	W			Wisbech, River, between Hill Street and Foyer Centre area	New Pedestrian / Cycle Bridge	Wisbech MTTS	TBD
410	Fenland	C				Wisbech, key areas in Wisbech	New Cycle Parking	Wisbech MTTS	TBD
411	Fenland		P			Wisbech, rural locations around Wisbech	Public Transport Improvement - rural interchange	Wisbech MTTS	TBD
412	Fenland	C				Key pedestrian and cycle routes within Wisbech	Pedestrian and Cycleway Improvements Package	Wisbech MTTS	TBD
413	Fenland			T		A605 Kings Dyke Level Crossing replacement, Whittlesey	Highway Improvement	LTTS +Whittlesey MTTS	Transport Delivery Plan
414	Fenland			T		A605 Whittlesey Access	Highways Improvements	LTTS +Whittlesey MTTS	TBD
415	Fenland		P			Whittlesey, Key locations in the strategy area	Town wide bus service	Whittlesey MTTS	TBD
416	Fenland	C	W			Whittlesey, Hallcroft Road and West End	Footway / Cycle Crossing Improvement and Urban Realm Improvement	Whittlesey MTTS	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
417	Fenland	C	W		S	Whittlesey, A605 roundabout at Broad Street/ Orchard Street/ Whitmore Street	Footway / Cycle Crossing Improvement	Whittlesey MTTS	TBD
418	Fenland	C	W		S	Whittlesey, Cemetery Road / Blunts Lane / A605 roundabout	Footway / Cycle Crossing Improvement	Whittlesey MTTS	TBD
419	Fenland	C	W			Whittlesey, strategy area	Walking and Cycling Map	Whittlesey MTTS	TBD
420	Fenland	C	W			Whittlesey, A605, Belmans Road and Victory Avenue	Footway/ Cycleway improvement	Whittlesey MTTS	TBD
421	Fenland		W			Whittlesey, Hereward Way and Nene Way and around the Brick Pits and Kings Dyke areas and to Coates	Footway/ Cycleway improvement	Whittlesey MTTS	TBD
422	Fenland	C				Whittlesey, strategy area	Cycleway Improvement	Whittlesey MTTS	TBD
423	Fenland	C				Whittlesey, McCains site	Cycleway Improvement	Whittlesey MTTS	TBD
424	Fenland	C	W			Whittlesey, footway next to A605	Footway/ Cycleway improvement	Whittlesey MTTS	TBD
426	Fenland	C	W			Whittlesey, Orchard Street/Gracious Street junction	Footway/ Cycleway improvement	Whittlesey MTTS	TBD
427	Fenland	C				Whittlesey, key locations in Whittlesey	Cycle Parking	Whittlesey MTTS	TBD
428	Fenland	C				Whittlesey, key locations in Whittlesey	Cycle infrastructure improvement	Whittlesey MTTS	TBD
429	Fenland	C	W	P		Whittlesea Railway Station	Improve facilities at railway station	Whittlesey MTTS	TBD
430	Fenland			P		Whittlesea, Rail Station, vicinity	Public Transport Scheme	Whittlesey MTTS	TBD
431	Fenland			P		Whittlesea, Rail Station	Public Transport Scheme	Whittlesey MTTS	TBD
432	Fenland			P		Whittlesea, Rail Station	Public Transport Scheme	Whittlesey MTTS	TBD
433	Fenland			P		Whittlesea, Rail Station	Public Transport Scheme	Whittlesey MTTS	TBD
440	Fenland				S	Chatteris, Kingsfield School	Street lighting improvement	Chatteris MTTS	TBD
441	Fenland			P		Chatteris, key locations in the town centre	Installation of RTPI display screens	Chatteris MTTS	TBD
442	Fenland	C				Chatteris, New Road	Investigate Cycle infrastructure improvement	Chatteris MTTS	TBD
443	Fenland				S	Chatteris, Railway Lane	Improve lighting	Chatteris MTTS	TBD
444	Fenland			P		Chatteris, key locations in the town centre	Bus Stop improvements	Chatteris MTTS	TBD
446	Fenland				S	Chatteris, High Street	Safety Improvements	Chatteris MTTS	TBD
447	Fenland		W			Chatteris, Park Street/ East Park Street junction	Pedestrian Crossing Improvement	Chatteris MTTS	TBD
448	Fenland		W	T		Chatteris, West Park Street/ Huntingdon Road/ Victoria Road Junction	Introduction of Traffic Signals	Chatteris MTTS	TBD
449	Fenland	C				Chatteris to Somersham along the old railway bed	Cycleway improvement	Chatteris MTTS	TBD
450	Fenland		W			Chatteris, Prospect Way	Footway improvement	Chatteris MTTS	TBD
451	Fenland	C	W		S	Crossing of the A141, in vicinity of the Fenton Way Industrial Estate (providing link between Dock Road / Short Nightlayer's Drove and the Fenton Way industrial estate)	First Phase: Pedestrian Crossing Improvement & new footpath Second Phase: Cycle crossing improvements	Chatteris MTTS	TBD
452	Fenland	C				Chatteris, strategy area	New Cycle Map	Chatteris MTTS	TBD
596	Fenland			P		Wimblington: March Road, south of Honeymead Road	Bus Stop improvement	March MTTS	TBD
653	Fenland			T		Wisbech: Cromwell Road, between all signal controlled junctions	SCOOT system / Urban Traffic Control system to provide an integrated traffic signal system	Wisbech MTTS	TBD
662	Fenland			T		Throughout Wisbech	Improve HCV route signage	Wisbech MTTS	TBD
664	Fenland			T		Edge of Wisbech, in proximity of A47	Feasibility study to investigate establishment of lorry parks on the edge of Wisbech	Wisbech MTTS	TBD
665	Fenland			P		Whittlesey, Eastrea Road	Public Transport Improvement Provision of a bus stop/improvements at Eastrea Road at east end of Whittlesey	Whittlesey MTTS	TBD
666	Fenland			P		Whittlesey, Stonald Road	Public Transport Improvement Provision of a bus stop/improvements at Stonald Road if a service is provided	Whittlesey MTTS	TBD
668	Fenland	C				Chatteris, key locations in the town centre	New Cycle Stands	Chatteris MTTS	TBD
677	Fenland			P		Eastrea Road (Sainsbury's), Whittlesey	Hopper Bus Infrastructure Contribution	Whittlesey MTTS	TBD
678	Fenland	C			S	Land at A47/Cromwell Rd, Wisbech	Provision of cycle route along Cromwell Rd	Wisbech	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
679	Fenland			P		Bus services in Wisbech serving A47/Cromwell Rd, Wisbech	Towards the extension and enhancement of the existing bus and community transport services that service the site	Wisbech	TBD
771	Fenland			P		Victory Avenue Bus Stop, Whittlesey	Real Time Bus Information Display	Whittlesey MTTS	TBD
773	Fenland	C	W			March, Elwyn Road, between Elwyn Court and Wherry Path	Footway / Cycleway improvement	March MTTS	TBD
774	Fenland	C	W			March. West of March, in the vicinity of Waveney Drive and Windsor Drive	Cycleway improvement	March MTTS	TBD
775	Fenland	C				March, B1101, between Neale-Wade Academy and Town Centre, along The Avenue / The Causeway / High Street corridor	Cycleway improvement	March MTTS	TBD
776	Fenland	C	W			March, Elwyn Rd, between Elwyn Court and Wherry Path	Cycleway improvement	March MTTS	TBD
777	Fenland	C	W			March (east), in the vicinity of Swallow Way and Waterside Gardens	Cycleway improvement	March MTTS	TBD
778	Fenland	C				March, Town Centre, High St, City Rd, George St, Market Place, Broad St, Gray's Lane, Station Rd, Dartford Rd, Darthill Rd, Robin Goodfellows Lane	Cycleway improvement	March MTTS	TBD
779	Fenland			T		March, Burrowmoor Rd, outside Primary School	Road safety measures	March MTTS	TBD
780	Fenland			P		Whittlesey, key routes around Whittlesey	Public Transport Schemes - information, signs, timetables	Whittlesey MTTS	TBD
781	Fenland			S		A605 near Whittlesey	Investigate options to lower speed limit	Whittlesey MTTS	TBD
782	Fenland			P		Chatteris, key locations in the town centre	Public Transport Promotion	Chatteris MTTS	TBD
783	Fenland			P		Chatteris, Furrowfields	Public Transport Improvement	Chatteris MTTS	TBD
784	Fenland	C	W			Chatteris, A141 crossing	Footway/ Cycleway improvement	Chatteris MTTS	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
265	Huntingdonshire			T		A1096 junction capacity enhancements around St Ives	Highway Capacity Improvements	LTTS	TBD
266	Huntingdonshire			T	S	B1090 Sawtry Way, between A141 and A1123	Highway Capacity and Safety Improvements	LTTS	TBD
267	Huntingdonshire		P			St. Ives key bus stop locations	Bus Stop Infrastructure Improvements	St Ives MTTS	TBD
268	Huntingdonshire		P			St Ives, A1123 Houghton Road, from B1090 to Hill Rise	On Street bus priority measures	St Ives MTTS	TBD
269	Huntingdonshire			T		St Ives; Needingworth Road, Pig Lane, Meadow Lane	Traffic Management Scheme	St Ives MTTS	TBD
271	Huntingdonshire			T		St Ives; Burstallars and The Pound	Traffic Management Scheme	St Ives MTTS	TBD
273	Huntingdonshire	C	W			St Ives, Houghton Road and Saint Audreys Lane, A1123, route 3	Walking and Cycling schemes	St Ives MTTS	Transport Delivery Plan
275	Huntingdonshire	C	W			St Ives to Bluntisham, route 12	Walking and Cycling schemes	St Ives MTTS	Transport Delivery Plan
276	Huntingdonshire	C		P		St Ives bus station and key locations within St Ives	New Cycle Parking Facilities	St Ives MTTS	TBD
278	Huntingdonshire	C	W		S	St Ives, A1123 Crossing - access to/from Compass Point Business Park	Improved pedestrian and cycle crossing	St Ives MTTS	TBD
283	Huntingdonshire			P		St Neots Railway Station	New Bus Real Time Passenger Information display	St Neots MTTS Amended 2016	TBD
284	Huntingdonshire			P		St Neots, bus stops on Cambridge Road	New Real Time Passenger Information Displays	St Neots MTTS Amended 2016	TBD
285	Huntingdonshire	C				St Neots, St Neots Road, route 3 and route 2	Cycling and Walking	St Neots MTTS & LSTF Audit	TBD
286	Huntingdonshire		W			St Neots, public footpath 32	Cycling and Walking	St Neots MTTS Amended 2016	TBD
288	Huntingdonshire			P		High Quality Bus Network Infrastructure, St Ives (Busway) to Wyton Airfield and Alconbury Weald	Public Transport Improvement	LTTS	TBD
289	Huntingdonshire			P		High Quality Bus Network Infrastructure, St Ives (Busway) to Huntingdon.	Public Transport Improvement	LTTS	TBD
290	Huntingdonshire			P		High Quality Bus Network Infrastructure, Alconbury Weald to Huntingdon	Public Transport Improvement	LTTS	TBD
292	Huntingdonshire			P		Alconbury Weald Transport Interchange	Public Transport Improvement	LTTS	TBD
293	Huntingdonshire			P		Wyton Airfield Transport Interchange	Public Transport Improvement	LTTS	TBD
294	Huntingdonshire			P		Hartford Transport Interchange	Public Transport Improvement	LTTS	TBD
295	Huntingdonshire			T		A141 northern bypass capacity enhancements around Huntingdon	Highway Improvement	LTTS	TBD
296	Huntingdonshire			T		A141 Alconbury Weald / Enterprise Zone southern access	Highway Improvement	LTTS	TBD
297	Huntingdonshire			T		Wyton Airfield Access	Highway Improvement	LTTS	TBD
298	Huntingdonshire			T		A1 capacity improvements at Buckden roundabout	Highway Improvement	LTTS	TBD
299	Huntingdonshire	C	W			Wyton Airfield cycle and pedestrian link to Huntingdon	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
300	Huntingdonshire	C	W			RAF Brampton to key destinations in Huntingdon	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
301	Huntingdonshire	C	W			Alconbury Weald development to key destinations; Alconbury Village, North Huntingdon, Great Fen	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
302	Huntingdonshire	C	W			Bearcroft Farm development to key destinations	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
303	Huntingdonshire	C	W			Ermine St/ Northbridge development	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
304	Huntingdonshire			P		New regular bus service to serve key locations within Stukeley Meadows, Huntingdon, and Hichingbrooke vicinity	Public Transport Scheme	Huntingdon and Godmanchester MTTS	TBD
305	Huntingdonshire			P		Huntingdon, town centre to Godmanchester	Public Transport Scheme	Huntingdon and Godmanchester MTTS	TBD
306	Huntingdonshire	C				The Stukeleys to Stukeley Meadows	Cyclway provision	Huntingdon and Godmanchester MTTS	TBD
307	Huntingdonshire	C	W			Stukeley Meadows to Town Centre	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
308	Huntingdonshire	C	W			Alconbury Weald to Town Centre	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
309	Huntingdonshire	C				Oxmoor to Town Centre	Cycleway improvement	Huntingdon and Godmanchester MTTS	TBD
310	Huntingdonshire	C				Wyton to Hartford to Town Centre	Cycleway Improvement	Huntingdon and Godmanchester MTTS	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
311	Huntingdonshire	C	W			Godmanchester to Town Centre: Post Street, Causeway, NCN51, Cambridge Road	Traffic Calming; Cycling and Walking improvements	Huntingdon and Godmanchester MTTS	TBD
312	Huntingdonshire	C	W			Godmanchester to Town Centre	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
313	Huntingdonshire	C	W			Brampton to Town Centre	Cycling and Walking	Huntingdon and Godmanchester MTTS	TBD
317	Huntingdonshire			P		Houghton & Wyton A1123	Public Transport bus stop infrastructure scheme	Huntingdon and Godmanchester MTTS	Transport Delivery Plan
318	Huntingdonshire			P		Huntingdonshire Community Transport Area	Public Transport Scheme	Huntingdon and Godmanchester MTTS	TBD
321	Huntingdonshire			P		Godmanchester to Huntingdon	Public Transport Scheme	Huntingdon and Godmanchester MTTS	TBD
322	Huntingdonshire			P		Key routes and destinations in Huntingdon - bus service	Bus Service Revenue Support	Huntingdon and Godmanchester MTTS	TBD
323	Huntingdonshire			P		Alconbury Weald Station	Public Transport Scheme	Huntingdon and Godmanchester MTTS	TBD
324	Huntingdonshire			P		Key routes and destinations St Ives, Huntingdon, Alconbury and Peterborough - busway service	Public Transport Scheme	Huntingdon and Godmanchester MTTS	TBD
325	Huntingdonshire			P		Potential P&R sites on public transport corridors from Huntingdon	Feasibility study to investigate role of park & ride	Huntingdon and Godmanchester MTTS	TBD
327	Huntingdonshire				T	Sapley Road, Hartford	Traffic Calming	Huntingdon and Godmanchester MTTS	TBD
328	Huntingdonshire				T	Main approaches to the ring road Huntingdon	Parking Scheme	Huntingdon and Godmanchester MTTS	TBD
333	Huntingdonshire				T	A14 Bypass	Air Quality Management	Huntingdon and Godmanchester MTTS	TBD
336	Huntingdonshire			P		Many bus stops around Ramsey	Installation of RTPI display screens	Ramsey MTTS	TBD
339	Huntingdonshire		W			Off-road route from Upwood School to High Street and Abbey School, Ramsey	Walking and Cycling schemes	Ramsey MTTS	TBD
340	Huntingdonshire	C	W			North of Ramsey, to the Great Fen	Walking and Cycling schemes	Ramsey MTTS	TBD
341	Huntingdonshire	C				Maltings, to the High Street, Ramsey	Walking and Cycling schemes	Ramsey MTTS	TBD
343	Huntingdonshire	C				Northern Gateway Site, to Abbey School, Ramsey	Walking and Cycling schemes	Ramsey MTTS	TBD
344	Huntingdonshire	C	W			From Ramsey towards Warboys and Wistow Woods via disused railway	Walking and Cycling schemes	Ramsey MTTS	TBD
345	Huntingdonshire	C	W			Link from Ramsey to Ramsey Forty Foot	Walking and Cycling schemes	Ramsey MTTS	TBD
346	Huntingdonshire	C	W			Key locations around Ramsey town centre	New Cycle Map	Ramsey MTTS	TBD
577	Huntingdonshire				T	A141 future Huntingdon Bypass alignment	Highway Improvement	LTTS	TBD
598	Huntingdonshire	C	W			Between Little Paxton and St Neots	Footpath / Cycleway Improvements	St Neots MTTS Amended 2016	TBD
599	Huntingdonshire			P		Between proposed development on Mill Lane, Little Paxton, St Neots Railway Station and St Neots town centre / market square	Bus Service Revenue Support	St Neots MTTS	TBD
626	Huntingdonshire			P		Throughout St Neots	Improvements to Bus Stop Infrastructure, including investigation of potential bus station	St Neots MTTS Amended 2016	TBD
636	Huntingdonshire			P		Bus service linking St Ives with proposed supermarket located south of A1123 (Needingworth Road) and east of A1096	New / upgraded / extended bus service	St Ives MTTS	TBD
637	Huntingdonshire		W			Between St Ives and proposed supermarket located south of A1123 (Needingworth Road) and east of A1096	Pedestrian Signage Boards	St Ives MTTS	TBD
642	Huntingdonshire				T	Priory Road, St Neots	Implementation of a Traffic Regulation Order	St Neots MTTS	TBD
647	Huntingdonshire			P		Between development located at Orchard House, Houghton Road and key locations in St Ives	Bus Service Revenue Support	St Ives MTTS	TBD
648	Huntingdonshire			P		Yaxley: Opposite Chapel Street, Broadway	Bus Stop Improvement: New Bus Shelter	LTP	TBD
680	Huntingdonshire			P		Throughout Godmanchester	Provision of Real Time Passenger Information facilities at existing bus stops	Huntingdon and Godmanchester MTTS	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
681	Huntingdonshire		P			Between Godmanchester and Huntingdon and Godmanchester and Cambridge	Bus Service Contribution	Huntingdon and Godmanchester MTTs	TBD
685	Huntingdonshire		P			Field Rd and Great Whyte, Ramsey	Improvements to Field Rd and Great Whyte bus stops	Ramsey	TBD
687	Huntingdonshire	W	T	S		Area around Abbots Ripton	Environmental and public realm enhancement measures	Huntingdon and Godmanchester MTTs	TBD
689	Huntingdonshire		T			A141/A1123/B1514 roundabout, Huntingdon	Minor Junction Improvement	Huntingdon and Godmanchester MTTs	TBD
690	Huntingdonshire		T			Post Street, The Causeway and Cambridge Street, Godmanchester	Local Transport Management Measures	Huntingdon and Godmanchester MTTs	TBD
691	Huntingdonshire		T			Riverside Road / Avenue Junction in Godmanchester	Junction Improvement	Huntingdon and Godmanchester MTTs	TBD
695	Huntingdonshire	C	W			St Neots - Bridge over River Great Ouse	Northern crossing pedestrian/cycle bridge	St Neots MTTs Amended 2016	TBD
696	Huntingdonshire		T			St Neots, at bridge on northern link to Little Paxton	Explore options for improvements to prevent flooding at St Neots bridge to Little Paxton	St Neots MTTs Amended 2016	TBD
697	Huntingdonshire		T			St Neots, Priory Lane	Review of traffic management measures in town centres, including option of allowing left turn only to cars entering town centre at Priory Lane	St Neots MTTs Amended 2016	TBD
698	Huntingdonshire	W				St Neots, path that follows Hen Brook behind Hampden Way/ Howitts Lane, Eynesbury	Upgrade of path that follows Hen Brook behind Hampden Way/ Howitts Lane, Eynesbury	St Neots MTTs Amended 2016	TBD
699	Huntingdonshire	W				St Neots, Ireton Close along Hen Brook to join Cromwell Road	Continuation of path at back of Ireton Close along Hen Brook to join Cromwell Road	St Neots MTTs Amended 2016	TBD
700	Huntingdonshire		T			Little Barford roundabout	Lights at roundabout	St Neots TC	TBD
701	Huntingdonshire	W				High Street (St Neots)	Pedestrian improvements	St Neots MTTs Amended 2016	TBD
702	Huntingdonshire	C				St Neots Eaton Ford, Great North Road, Cycle Route 4	Widen footway between Lowry Road & Queens Gardens	St Neots MTTs Amended 2016	TBD
703	Huntingdonshire	C	W			St Neots, Cambridge Street	Pedestrian crossing and access improvements	St Neots MTTs Amended 2016	TBD
704	Huntingdonshire	W	P	T		St Neots, New Street	Speed reduction measures	St Neots MTTs Amended 2016	TBD
705	Huntingdonshire	W				St Neots, Huntingdon Street	Pedestrian improvements	LSTF Audit	TBD
706	Huntingdonshire	W				St Neots, Huntingdon Road	Relocate pedestrian crossing	St Neots MTTs Amended 2016	TBD
707	Huntingdonshire	W				St Neots, Huntingdon Road	Pedestrian improvements	St Neots MTTs Amended 2016	TBD
708	Huntingdonshire	W				St Neots, Crosshall Road	Pedestrian improvements	St Neots MTTs Amended 2016	TBD
709	Huntingdonshire	C	W			St Neots, Mill Hill Road	Cycle/ped imps	St Neots MTTs Amended 2016	TBD
710	Huntingdonshire	W	T			St Neots, Montagu Street	Raised table at existing crossing point	St Neots MTTs Amended 2016	TBD
711	Huntingdonshire	W	P	S		St Neots, Priory Hill Road	Slope stabilisation and edge protection, plus ped imps	St Neots MTTs Amended 2016	TBD
712	Huntingdonshire	C				St Neots, Station Road	Convert cycle track from segregated to unsegregated	LSTF Audit	TBD
713	Huntingdonshire	W				St Neots, Station Road	Improve pedestrian crossing facilities	St Neots MTTs Amended 2016	TBD
714	Huntingdonshire	W				St Neots, Hawkesden Road	Footway improvements	St Neots MTTs Amended 2016	TBD
715	Huntingdonshire			S		St Neots, Kimbolton Road	Parapet upgrade	St Neots MTTs Amended 2016	TBD
716	Huntingdonshire	C	W			St neots, Longsands Road	Footway improvements	St Neots MTTs Amended 2016	TBD
717	Huntingdonshire	W				St Neots, Cromwell Road	Footway improvements	St Neots MTTs Amended 2016	TBD
718	Huntingdonshire	W		S		St Neots, Cambridge Road	Pedestrian improvements	St Neots MTTs Amended 2016	TBD
719	Huntingdonshire	C				Great North Road (Little Paxton)	Widen footway/create shared use facility	St Neots MTTs Amended 2016	TBD
720	Huntingdonshire	C				St Neots, Riverside Park	Improvements to paths/cycle routes	St Neots MTTs Amended 2016	TBD
721	Huntingdonshire	C				St Neots, Priory Park	Improvements to paths/cycle routes	St Neots MTTs Amended 2016	TBD
722	Huntingdonshire	C				St Neots, Hen Brook	Improvements to paths/cycle routes	St Neots MTTs Amended 2016	TBD
723	Huntingdonshire	C				Cycle Route 12 near St Neots	Footpath / Cycleway Improvements	LSTF Audit	TBD
724	Huntingdonshire	C				St Neots, Keys Walk	Footpath / Cycleway Improvements	St Neots MTTs Amended 2016	TBD
725	Huntingdonshire	C	W			FP 56 (St Neots Road to Peppercorn Lane - "Back Path")	Footpath / Cycleway Improvements	St Neots MTTs Amended 2016	TBD

TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
726	Huntingdonshire	W	T			St Neots High Street and Town Centre	Review signal timings, adjust kerbs/tactile paving, relocate bus shelter, remove some parking bays, improve uncontrolled crossing points and widen footways where appropriate. To include High Street, Market Square, South Street, Brook Street, Tebbuts Road and Church Street.	St Neots MTTs Amended 2016	TBD
727	Huntingdonshire	W				Eynesbury - Town Centre	To include improved tactile paving, guard railing, new signs and maintenance where appropriate. To include St Mary's Street, Berkley Street and Barford Road.	St Neots MTTs Amended 2016	TBD
728	Huntingdonshire	W				Little Paxton footpath improvements	New footway linking to Nature Reserve from High Street. New and improved crossings in other parts of the village, including (Mill Lane, Little Paxton Lane and Gordon Road)	St Neots MTTs Amended 2016	TBD
729	Huntingdonshire	C	W			Eaton Socon footpath improvements	Extend westbound footway towards A1 (Bushmead Road), upgrade crossing facilities and reduce vehicle parking on Nelson Road and new kerbing and tactile paving and fence on Barford Road pocket park	St Neots MTTs Amended 2016	TBD
787	Huntingdonshire	C	W			A1198 Wood Green to Godmanchester	Cycling/walking shared use path	LTP	TBD
803	Huntingdonshire	C	W			Shared cycle/NMU route following line of Brampton Footpath No. 4 between Gloucester Road and Layton Crescent, Brampton	Upgrade existing footpath to cycle track or bridleway and increase width to 3 metres.	Identified through Development Process	TBD

P	Public					Public	Public	Public	Public
TIP ID	District	Category of Scheme				Scheme Location	Scheme Description	Strategy Basis	Programme
262	South Cambs / Huntingdonshire	C			T S	A14 capacity improvements between Cambridge and Huntingdon	Major Highway Capacity Improvement	LTTS: Roads Investment Strategy	Highways England
263	South Cambs / Huntingdonshire				T	A428 capacity improvements, between A1198 Caxton Gibbet and A1 Black Cat Roundabout	Major Highway Capacity Improvement	LTTS: Roads Investment Strategy	Highways England to deliver
264	City / South Cambs / Huntingdonshire			P		East West Rail central section proposed new route from Bedford to Cambridge via Sandy	Rail Improvement	LTTS	TBD
793	South Cambs / Huntingdonshire	C	W			Linking Hilton to neighbouring villages including Fenstanton and Papworth	new foot & cycle ways	LTP	TBD
815	City / South Cambs / Huntingdonshire	C	W			St Ives Greenway: Cambridge to St Ives via the Busway	Greenway cycling and walking route improvements	identified through City Deal commissioned study	City Deal Greenways

HUNTINGDONSHIRE'S LOCAL PLAN TO 2036: CONSULTATION DRAFT 2017

To: Economy and Environment Committee

Meeting Date: 12th October 2017

From: Executive Director – Economy, Transport and Environment

Electoral division(s): Ramsey, Norman Cross, Warboys and Upwood, Huntingdon, Somersham and Earith, St Ives, Sawtry and Ellington, Godmanchester and Huntingdon East, Brampton and Kimbolton, Buckden, Gransden and The Offords, The Hemingfords and Fenstanton, Little Paxton and St Neots North, St Neots Eaton Socon and Eynesbury.

Forward Plan ref: N/A **Key decision:** No

Purpose: To consider and endorse the County Council's response to the Huntingdonshire Local Plan to 2036: Consultation Draft 2017

Recommendation: The Committee is requested to:

- a) Endorse the response as set out in Appendix 1; and
- b) Delegate to the Executive Director (Economy, Transport and Environment) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Juliet Richardson	Names:	Councillors Bates and Wotherspoon
Post:	Growth and Development Business Manager	Post:	Chair/Vice-Chair
Email:	juliet.richardson@cambridgeshire.gov.uk	Email:	
Tel:	01223 699868	Tel:	01223 706398

1. BACKGROUND

- 1.1 Huntingdonshire District Council (HDC) is consulting on its draft Local Plan 2017.
- 1.2 HDC adopted the Core Strategy on 2009. In response to changes in Government policy (Localism Act and NPPF) and the designation of the Alconbury Enterprise Zone HC embarked on the preparation of a new Plan in 2012. The County Council has responded to the previous stages of the Local Plan highlighting the importance of ensuring that infrastructure provision is adequate to keep pace with additional developments and acknowledging and assessing the impact of growth on existing community infrastructure. This summarised in the Table below.

Local Plan Preparation Stages	Dates	CCC Comments
Strategy and Policy consultation	August to November 2012	CCC comments approved by Informal Cabinet and SMT (12th November 2012)
Full Draft Local Plan consultation: <ul style="list-style-type: none">• Full public engagement• Additional sites consultation• Preparation of proposed submission Local Plan and supporting evidence base and documents	May to July 2013	CCC comments approved by Cabinet July 2013
Targeted consultation on amended draft Local Plan	January to March 2015	Comments approved by E&E Committee 21 st April 2015

- 1.3 The current consultation on the draft Local Plan is a key part in the production of the Plan. This Plan takes into account responses received from the previous consultations in 2013 and 2015, including comments by the County Council.
- 1.4 This new consultation excludes the Wyton Airfield allocation as a result of the Strategic Transport Study which has demonstrated that the road infrastructure requirements to re-develop the area were not deliverable.
- 1.5 The 2017 draft also excludes the former Forensic Science Laboratory site at Hinchbrooke and the reference to RAF Molesworth has also been withdrawn. There are no plans to include the site at Gifford's Park near St Ives as an allocation.
- 1.6 The deadline for making responses to this consultation was 25th August 2017. Consequently internal consultations have been conducted with other County Council service areas and draft comments have been submitted to Huntingdonshire District Council in advance of this Committee. HDC are aware these comments are subject to the Committee's agreement.

- 1.7 The draft Local Plan and supporting documents can be accessed from the HDC website by following this [link](#).

2 MAIN ISSUES

- 2.1 This section summarises the key issues that have been set out in the Council's formal response to Huntingdonshire. This can be found at Appendix 1 to this report.

HDC will consider the responses made to the consultation prior to publishing the final draft that will be submitted to the Planning Inspectorate. This is expected in December 2017. There will be an opportunity to make objections to this final submission draft if the County Council considers that comments made at the current stage have not been adequately addressed by the District Council.

Renewable Energy

- 2.2 The County Council **objects** to policy LP36, Renewable and Low Carbon Energy. This policy identifies that no planning applications for any wind development across the district will be supported. Policy LP36 will act as an impediment to the delivery of the County Council's Corporate Energy Strategy which seeks to utilise public assets for renewable energy.

Education

- 2.3 With regard to the Strategic Expansion Location at Alconbury Weald and particularly the proposal to allocate an additional 1,680 homes on the site of RAF Alconbury, the County Council will need to future proof the secondary school site in order to respond to additional demand for school places should dwelling numbers exceed that already indicated in the Plan. Whilst some Strategic Expansion Locations will generate the sufficient demand for a self-contained secondary education, this will not be the case for RAF Alconbury and therefore developers, the District and County Council will need to work together to provide a suitable solution by expanding the provision at Alconbury Weald.
- 2.4 The Loves Farm Reserved Site has been left out of the St Neots Eastern Expansion. There are currently significant issues relating to the availability of primary school places in the area. However, this allocation makes no reference to education and how the impact of the primary aged school children arising from this development will be mitigated. Comments on the 2015 consultation about the increase of number of dwellings from 160 to 450 dwellings have not been taken into account. There is still no reference to education within this allocation which poses particular difficulty with regard to the provision of primary education and pre-school infrastructure.
- 2.5 Development of unallocated sites can pose difficulties for the County Council particularly in the catchments of schools on constrained sites which cannot easily be expanded.
- 2.6 The Enterprise Zone will bring around 8,000 jobs by 2036. These numbers of employees are likely to include a large number of parents requiring childcare. The need to support working parents should be considered and reflected in the plan by including the requirement for at least one full day care setting within the Enterprise Zone.

- 2.7 Officers also have a number of concerns related to the assumptions made in the transport work and these, together with further detail on the above points are set out in further detail in Appendix 1. For these reasons, an objection is recommended on transport matters.

Transport

- 2.8 The County Council has worked closely with HDC on various strategies and projects, including the Huntingdon and Godmanchester Market Town Transport Strategy (MTTS), the St Neots MTTS refresh, and the Third Local Transport Plan for Cambridgeshire (including the Long Term Transport Strategy for Cambridgeshire). These strategies have been developed with an awareness of the forthcoming needs of the Local Plan. Furthermore, the Council has worked closely with HDC in bringing forward the Huntingdonshire Strategic Transport Study, which will provide a substantial evidence base to support the Local Plan. In preparing this together, both teams have been fully seized of the other's objectives and we are happy to support the evidence and recommendations of this study.
- 2.9 Consequently Officers can confirm that the aims and objectives of the Local Plan align with the aforementioned County Council strategies and are fully supported.

Public Health

- 2.10 The Public Health team has worked closely with HDC to develop appropriate health policies for the Local Plan. The team is satisfied with the provisions made for Health Impact Assessment and supports the policy.

Adults

- 2.11 The People and Communities New Communities team have no further comments beyond those made at the previous consultation stages. The Local Plan provides sufficient references to adult social care, specialist accommodation and accessible provision of health and social services.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority. The strategy and policy consultation includes an option for the high level of growth for the District. Additional housing growth is important for the broader development of the Cambridgeshire economy.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority. Any planning applications coming forward will need to demonstrate how it provides for healthy and independent lives in accordance with local plan policies.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority. The strategy and policy consultation

includes options which aim to address deprivation through strategic objectives.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications

4.3 Statutory, Legal and Risk Implications

There are no significant implications

4.4 Equality and Diversity Implications

There are no significant implications

4.5 Engagement and Communications Implications

There are no significant implications

4.6 Localism and Local Member Involvement

There are no significant implications

4.7 Public Health Implications

There are no significant implications

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	N/A
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Kate Parker

Source Documents	Location
Huntingdonshire Local Plan to 2036: Consultation Draft 2017	On Line
Draft Final Sustainability Appraisal	On Line
Housing and Economic Land Availability Assessment 2017	On Line
Call for Sites 2017	On Line

APPENDIX 1 - Huntingdonshire Local Plan 2036: Consultation Draft July 2017
Response by Cambridgeshire County Council

HUNTINGDONSHIRE LOCAL PLAN 2036: CONSULTATION DRAFT JULY 2017 RESPONSE BY CAMBRIDGESHIRE COUNTY COUNCIL

1. INTRODUCTION

- 1.1 Cambridgeshire County Council welcomes the opportunity to respond to Huntingdonshire's draft Local Plan. These comments have been prepared by Officers of the Council and submitted in accordance with the instructions and timescales set out by Huntingdonshire. It should be noted that the same comments will be reported to the next meeting of the Economy and Environment Committee (12th October) for formal endorsement by this Council.
- 1.2 Each representation is prefixed with 'support', 'object' or 'comment' to clarify the status of each comment.

2. TRANSPORT

Background

- 2.1 SUPPORT: The Huntingdonshire Local Plan is supported by the Transport Strategy team. The team has had the opportunity to work on various strategies and projects, including but not limited to the Huntingdon & Godmanchester Market Town Transport Strategy (MTTS), St Neots MTTS refresh, Third Local Transport Plan for Cambridgeshire (including the Long Term Transport Strategy for Cambridgeshire). In developing these strategies we have had the good fortune of liaising with colleagues in HDC's Planning Services and the strategies have been developed with an awareness of the forthcoming needs of the Local Plan. Furthermore, the team has worked closely with key officers in HDC in bringing forward the Huntingdonshire Strategic Transport Study, which will provide a substantial evidence base to support the Local Plan. In preparing this together, both teams have been fully seized of the other's objectives and we are happy to support the evidence and recommendations of this study.
- 2.2 SUPPORT: We are pleased to confirm that the aims and objectives of the plan align with the aforementioned County Council strategies and are fully supported. The remainder of comments will refer to specific sections within the Local Plan.

Improvement to key transport infrastructure are critical to support economic growth

- 2.3 SUPPORT: The Transport Strategy team welcomes that this link is designated as 'critical': a number of vital projects are underway to facilitate this improvement, such as the HE development of the A14 and the GCP studies for the A428 corridor. Strategy for development (4.18-4.22).

- 2.4 SUPPORT: The Transport Strategy team, having been involved extensively with the Huntingdonshire Strategic Transport study, acknowledge the remarks made here around existing road infrastructure being unsuitable to deliver the Wyton site. We welcome the comments made about the potential the Wyton site has in the future, and, looking forward, will continue to work with Huntingdonshire District Council should they wish to explore the infrastructure requirements of the site further.

Delivering Infrastructure (4.42-4.48)

- 2.5 COMMENT: Within the mention of the Huntingdonshire Growth and Infrastructure Investment and Delivery Plan 2017 (GIIDP) it may have some value to add evidence from the LTP3 which is likely to enforce many schemes with a good evidence base. It may also add some value to explicitly state the County Council's Long Term Transport Strategy was developed with the needs of the (then emerging) HDC Local Plan in mind.

Sustainable Travel

- 2.6 SUPPORT: The Transport Strategy team welcomes Policy LP15. The policy recommends a number of thoughtful concepts such as encouraging sustainable methods, use of transport assessments/travel plans and safe physical access. It may add value to acknowledge the limitations of some of those ambitious (e.g. short-term funding of bus service). Many points raised within the '*Reasoning*' section that follows indicate good forethought such as:
- Understanding the rural setting and car usage levels
 - Support of sustainable travel methods in line with LTTS, MTTs and Huntingdonshire Design Guide SPD
 - Suggesting proposals providing opportunities for use of public transport
 - Requirements for understanding a developments impact on the transport network
 - Useful supporting documentation
 - Management of AQMAs and their impact

Parking Provision

- 2.7 SUPPORT: The Transport Strategy team welcomes the inclusion of Policy LP16. It is understood that car usage/modal share will be higher in Huntingdonshire than is expected at a national level at the present time, however would the plan not anticipate that this demand falls if Policy LP 15 is successfully applied. The rationale behind this includes utilising major infrastructure projects (the Busway and further extensions, A14 changes, A428 changes, additional cycling infrastructure, additional K/P&R sites), population density increases from new major developments, the high growth targets will make substantially increased car traffic (mostly single occupancy vehicles (SOV)) unmanageable on the

transport network. The document provides a very impressive level of forethought within the '*Reasoning*' section.

Conserving and Enhancing the Environment

- 2.8 SUPPORT: Efforts to protect and conserve the environment are fully supported, it is understood that significant damage is generated from vehicles (and related pollution), with particular focus on air quality and wildlife.

Spatial Planning Areas

- 2.9 COMMENT: Subject to acceptable mitigation measures, detailed planning and various forms of impact assessment, there is no reason to site objections to any site listed.

Key Service Centres FS

- 2.10 COMMENT: With the Northstowe development adding a significant number of homes to the Fenstanton area, the addition service centres will be welcomed, however the timing of the listed developments (FS1 to FS3) will require the initial infrastructure improvements to be underway to account for further developments.
- 2.11 COMMENT: A very helpful chart would be area totals, by site, possibly as an appendix. This can give a high level summary of expected population, dwelling, business, jobs and anticipated number to work out expected traffic.

Huntingdon Strategic Transport Study – Baseline Report

- 2.12 SUPPORT: Report produced in conjunction with CCC and we are happy to support its conclusions and recommendations.

Huntingdon Strategic Transport Study – Development Scenario Comparative Assessment

- 2.13 SUPPORT Report produced in conjunction with CCC and we are happy to support its conclusions and recommendations.

Infrastructure Delivery Plan

- 2.14 COMMENT: (Reference note) Although costings and budget information cannot be removed, a factor of consideration should be made that both the A14 and A428 schemes (accounting for £2bn investment) are national schemes and not intended to be local schemes as this represents a vast amount of funding.
- 2.15 COMMENT: As time progresses it is very likely the costs will grow, this can be factored in with risk funds and adjustments which do not appear to be accounted for.

3. ENERGY

- 3.1 **OBJECTION:** Cambridgeshire County Council, Energy Investment Unit, objects to policy LP36, Renewable and Low Carbon Energy, Huntingdonshire's Local Plan to 2036: Consultation Draft 2017, section 8, Conserving and Enhancing the Environment.
- 3.2 Policy LP36 below identifies that no planning permissions will be supported for any wind development across the district.

Renewable and Low Carbon Energy

A proposal for wind energy development of a scale that would require planning permission will not be supported.

A proposal for a renewable or low carbon energy generating scheme, other than wind energy, will be supported where it is demonstrated that all potential adverse impacts including cumulative impacts are or can be made acceptable.

When identifying and considering the acceptability of potential adverse planning impacts their significance and level of harm will be weighed against the public benefits of the proposal.

When identifying and considering impacts on heritage assets and/ or their settings special regard will be had to the desirability of sustaining and enhancing the significance of such assets.

When identifying and considering landscape impacts regard will be had to the [Huntingdonshire Landscape and Townscape Assessment SPD \(2007\)](#) or successor documents.

Having identified potential adverse impacts the proposal must seek to address them all firstly by seeking to avoid the impact, then to minimise the impact. The acceptability of impacts on the significance of heritage assets will be considered at this point, for all other impacts alternative enhancement and/ or compensatory measures should be assessed and included in order to make the impact acceptable. All reasonable efforts to avoid, minimise and, where appropriate, compensate will be essential for significant adverse impacts to be considered fully addressed. Sufficient evidence will need to have been provided to demonstrate that adverse impacts on designated sites can be adequately mitigated. Where relevant this will include sufficient information to inform a Habitats Regulations Assessment.

Provision will be made for the removal of apparatus and reinstatement of the site to an acceptable condition, should the scheme become redundant or at the end of the permitted period for time limited planning permissions.

- 3.3 The policy will result in no new wind energy proposals coming forward across the whole of Huntingdonshire until after 2036. This will limit the ability of Huntingdonshire's communities to generate renewable energy from wind to help manage their future energy

costs (BEIS Industrial Strategy, consultation, January 2017) and limit their ability to become more energy self-sufficient through helping to balance supply and demand for energy locally. The resilience of the local energy infrastructure will be compromised if wind is excluded as other fuels will be required to bridge the energy gap.

- 3.4 Preventing local businesses and communities to bring forward local wind energy projects is not supportive of the transition to a low carbon economy described by Government in its Industrial Strategy (Consultation undertaken by BEIS, January 2017) and goes against government's policy to drive forward decentralised, community energy schemes (Community Energy Strategy update, March 2015). It is Government's ambition to establish local energy markets to buy and sell energy locally, keeping energy spend in the local economy to help secure more affordable energy. Preventing wind developments will limit the ability of our communities to develop projects to supply energy to local customers.
- 3.5 The Cambridgeshire Renewables Infrastructure Framework (CRIF, 2012) identifies that if Cambridgeshire wants to generate 28% of its energy locally from renewables and low carbon sources, all types of renewables will be required to help deliver this level of energy self-sufficiency. Precluding wind, one of the more abundant renewables will limit Cambridgeshire's (including Huntingdonshire's) ability to be more energy self-sufficient and will in the long term impact energy costs. It is now cheaper to generate 1 MW of wind power than 1MW of nuclear power.
- 3.6 Cambridgeshire County Council recently approved its Corporate Energy Strategy (March 2017). The strategy promotes the development of renewable energy on its assets, for example, wind turbines along the guided busway, as this will provide the opportunity to generate and sell energy locally to benefit Cambridgeshire's residents and the services it delivers. Policy LP 36 will reduce the Council's capacity to develop renewable energy schemes to build local energy security, help manage energy costs and generate income for its services.
- 3.7 On-shore wind energy is the cheapest energy to generate for customers. See BEIS table below. Communities are concerned about the affordability of energy – stopping any wind development will only add to communities energy costs.

Table 2: Levelised Cost Estimates for NOAK Projects Commissioning in 2020, Technology-specific Hurdle Rates, £/MWh

	CCGT H Class	OCGT 600MW (500hrs)	Biomass Conversion	Offshore Wind Round 3	Large Scale Solar PV	Onshore Wind >5MW UK
Pre Development Costs	0	5	2	5	6	4
Construction Costs	7	63	5	73	52	44
Fixed O&M	2	17	6	24	9	10
Variable O&M	3	3	1	3	0	5
Fuel Costs	35	52	72	0	0	0
Carbon Costs	19	28	0	0	0	0
Total	66	166	87	106	67	63

- 3.8 There is insufficient evidence to support the proposed LP36 policy excluding wind developments.

Wind Turbine Development in Huntingdonshire 2005

- 3.9 This comprehensive study commissioned by HDC assessed the nine different Huntingdonshire landscapes and their ability to accommodate wind turbines. The outcomes from this study identified that for all landscape areas there was capacity for wind turbines.

Table 14.1: Summary of Landscape Capacity for Wind Turbine Development

Landscape Character Area	Single Turbine (1 turbine)	Small Scale Group (2 - 3 turbines)	Small Scale Group (4 - 12 turbines)	Medium Scale Group (13 - 24 turbines)	Large Scale Group (25+ turbines)
1: The Fens	High	High	High	Moderate (lower end of scale e.g. 13 – 15 turbines)	Low
2: Fen Margin	High	High	High	Moderate (lower end of scale e.g. 13 – 15 turbines)	Low
3: Central Claylands	High	High	High	Moderate	Low
4: Ouse Valley	High	Moderate	Low	Low	Low
5: South East Claylands	High	High	High	Moderate	Low
6: Northern Wolds	High	High	Low	Low	Low
7: Grafham Water	High	Moderate	Low	Low	Low
8: Southern Wolds	High	High	High	Low	Low
9: Nene Valley	Moderate	Low	Low	Low	Low

Wind Energy Development in Huntingdonshire, Supplementary Planning Guidance, 2014

- 3.10 This SPD recognises and supports Huntingdonshire's capacity for wind development as detailed above, whilst ensuring that proposals are guided to the most appropriate locations, safeguarding the key features and values of Huntingdonshire's landscapes. This guidance is a positive planning tool to support sensitive wind development and does not uphold a total ban on wind turbines.

Huntingdonshire Local Plan to 2036: Wind Energy Developments

- 3.11 This study was commissioned to identify how Greg Clarke's written statement (18th June 2015) informs local plan policies. Five scenarios were reviewed including:
- Option 1: whole district is accessible
 - Option 2: whole district minus the Great Fen
 - Option 3: landscape character areas not suitable
 - Option 4: whole district not suitable
 - Additional option A: small turbines are suitable
- 3.12 Policy LP36 is based on option 4: Whole district is not suitable for wind development. However, the study does not conclude this is the best option as it identifies that option 4 prevents wind energy developments, does nothing to contribute to reducing CO₂ emissions

or to tackling climate change and would not allow local rural businesses to diversify their energy procurement through wind energy. On the other hand, option 1 or option 2 if applied to LP36 would maximise the opportunity to contribute to the reduction of CO₂ thereby tackling climate change, provide energy security, and provide benefits to rural businesses.

3.13 It is worth noting that Greg Clarke's statement on local planning for wind turbines, 18th June 2015 did not stop all wind development, it identified that when determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if:

- The development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
- Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.
- In applying these new considerations, suitable areas for wind energy development will need to have been allocated clearly in a Local or Neighbourhood Plan.

3.14 It is recommended to update policy LP 36 to the following:

Renewable and Low Carbon Energy

A proposal for renewable or low carbon energy generating schemes, will be supported where it is demonstrated that all potential adverse impacts including cumulative impacts are or can be made acceptable.

When identifying and considering the acceptability of potential adverse planning impacts their significance and level of harm will be weighed against the public benefits of the proposal.

When identifying and considering impacts on heritage assets and/ or their settings special regard will be had to the desirability of sustaining and enhancing the significance of such assets.

When identifying and considering landscape impacts regard will be had to the [Huntingdonshire Landscape and Townscape Assessment SPD \(2007\)](#) or Supplementary Planning Guidance for wind developments 2014, or successor documents.

Having identified potential adverse impacts the proposal must seek to address them all firstly by seeking to avoid the impact, then to minimise the impact. The acceptability of impacts on the significance of heritage assets will be considered at this point, for all other impacts alternative enhancement and/ or compensatory measures should be assessed and included in order to make the impact acceptable. All reasonable efforts to avoid, minimise and, where appropriate, compensate will be essential for significant adverse

impacts to be considered fully addressed. Sufficient evidence will need to have been provided to demonstrate that adverse impacts on designated sites can be adequately mitigated. Where relevant this will include sufficient information to inform a Habitats Regulations Assessment.

Provision will be made for the removal of apparatus and reinstatement of the site to an acceptable condition, should the scheme become redundant or at the end of the permitted period for time limited planning permissions.

4. EDUCATION

Strategic Expansion Allocations

- 4.1 COMMENT: Additional dwellings to the proposed allocations at Alconbury Weald (pg125) and St Neots Eastern Expansion (pg172) would pose particular difficulty with regard to the provision of education infrastructure. For example, with regard to secondary school provision the County Council would need to future proof secondary school sites in order to be able to respond to the need for additional school places if the number of dwellings exceeds that already indicated in the Plan.
- 4.2 COMMENT: The site secured for the secondary school at Alconbury Weald has been negotiated on the basis of an 8 form entry (FE)/1200 place school and is effectively land locked in terms of master planning so the scope to build a bigger school, if necessary, is limited. This is particularly relevant when we consider the likelihood of an increase in dwellings on the site.
- 4.3 OBJECTION: The proposed development of RAF Alconbury (SEL 1.2 P129) will require a primary school, as identified in the plan, and also a significant number of secondary places. The proximity of the development to the new secondary school on Alconbury Weald would suggest that places should be provided at the new secondary school. The school site in negotiation is not of sufficient size for both developments and should the school be land locked it may not be possible to provide sufficient school places at Alconbury Weald. The County Council therefore requests that the plan is amended to ensure that the long term needs for secondary provision at Alconbury can be adequately addressed in a sustainable manner.
- 4.4 COMMENT: The delivery of 1680 homes at RAF Alconbury will require additional primary places as is noted in the Plan, however there is no reference to the need for additional secondary school places. A development of this size will not yield numbers of secondary age children to support a separate secondary school on this development.
- 4.5 COMMENT: As the development of RAF Alconbury and Alconbury Weald is to be considered as one community, secondary school places should be provided on the

Alconbury Weald site, however the agreed secondary school site does not have capacity for the number of secondary school places which the combined developments will require.

- 4.6 COMMENT: The site requirement should state that Successful development of the site will require' provision of primary, secondary and early years education facilities, in agreement with Cambridgeshire County Council'.
- 4.7 SUPPORT: We note that reference to school site sizes has been withdrawn from the plan. We support this as the correct site size can then be negotiated with the developer.

Development proposals on Unallocated Sites

- 4.8 COMMENT: Page 47 LP5 point 3. Development of unallocated sites can pose difficulties for the County Council particularly in the catchments of schools on constrained sites which cannot easily be expanded. The County Council would respond to planning applications and would highlight the deliverability of these new developments.

Other Uses

- 4.9 SUPPORT: The County Council supports this point in policy LP5 and the additional childcare provision. One of the barriers to ensuring sufficient childcare is the identification of suitable venues in areas central to the community.
- 4.10 COMMENT: Page 48 describes some of the conditions under which D1 and D2 use will be considered. It would be beneficial if D1 use were also considered when a venue is required for childcare use to meet the needs of the local community.

Strengthening Communities

- 4.11 COMMENT: This section of the Local Plan does not take into consideration the vital role played by education establishments, including the capacity of the local primary schools and the ability to expand the school to meet the needs of the groups.
- 4.12 COMMENT: LP23 Affordable Housing Provision. We recognise the importance of affordable housing. However affordable housing yields more children of school age than other types of housing. It is, therefore, essential that this is recognised by the District and that the County Council is correspondingly supported in the delivery of school places to meet this demand otherwise there is a high risk of insufficient school places across Huntingdonshire.
- 4.13 SUPPORT: LP 26 Gypsies, Travellers and Travelling Showpeople. We welcome point 'a', which recognizes the importance of placing sites in close proximity to education facilities.
- 4.14 COMMENT: We suggest that a criteria such as; a proposal for the location of new Gypsy and Traveller pitches and for Travelling Showpeople will be supported where; if required, sufficient additional early years, primary and secondary school provision can be made to mitigate the impact of the development.

Requiring Good Design

- 4.15 SUPPORT: *Sustainable Transport* - We welcome the frequent references throughout the document to developing communities with good cycle infrastructure which encourages children and families to walk and cycle to school.

Building a Strong, Competitive Economy

- 4.16 COMMENT: Large part of this section focuses on employment opportunities. It should be noted that for working parents childcare is essential. However no reference is made within this section to ensuring access to childcare provision. We recommend that where possible reference is made in support of the development of childcare for parents who wish to work or train.

Huntingdon Spatial Planning Area

Former Alconbury Airfield and Grange Farm (Alconbury Weald)

- 4.17 COMMENT: The designation of an enterprise zone (EZ) at Alconbury Weald will bring 8000 jobs by 2036. These numbers of employees are likely to include a large number of parents. The need to support working parents should be considered and reflected in the plan by including the requirement for at least one full day care setting within the Enterprise Zone.

HU1 Ermine Street Huntingdon

- 4.18 Summary of key issues arising from this allocation:

Access

- 4.19 COMMENT: Page 133(d) makes reference to the requirement for provision of sustainable transport network for vehicles, public transport, cyclists and pedestrians incorporating links to the surrounding area including the nearby right of way.
- 4.20 Safe links will also be required to provide access between the north and south sections of the Ermine Street development. As the primary school for the development is in the south section but will also serve the north section of the development, it is essential that there is a safe walking route for children and families in the north to access the school in the south.
- 4.21 Access between the north and south of the site is also relevant to point 9.37 in order to maximize the potential for children to walk to school

Phasing

- 4.22 COMMENT: This sustainable transport network is welcomed but it is essential that such cyclist and pedestrian safe off- road routes are in place from the outset of the development to allow secondary aged children to safely access their catchment secondary school, St Peter's Academy, in Huntingdon town.

- 4.23 COMMENT: The approach to masterplaning and phasing is also critical; primary provision will only work if the part of the development where the school is to be sited is delivered first.

Childcare

- 4.24 SUPPORT: We welcome the inclusion in point 9.37 that additional land will be required for childcare

HU2 Hinchingsbrooke Health Campus, Huntingdon

- 4.25 OBJECTION: We note that 230 additional dwellings for family housing and other has been incorporated to the plan. However the proposed allocation makes no reference to education provision in a part of the town where the District Council has already acknowledged that there are constraints on expansion of primary education facilities.

St Neots Spatial Planning Area

- 4.26 COMMENT: Page 173 q. makes the following reference:

“Successful development of the site will require:

q. assessment of noise impacts for the site, particularly from the East Coast Main Line Railway and appropriate acoustic treatments to address any adverse impacts.”

- 4.27 The County Council has raised strong concerns about the proximity of both primary schools to the East Coast Main Line Railway. We welcome suggestions schools will be located away from the railway line, however should a school be located near the Main Line the County Council will need assurances that additional costs will be met by the developer in full on the primary school buildings which are close to the railway line and which may require additional design features to mitigate the impact of the noise, in line with Department for Education building bulletin guidance, Additionally, there may be impacts on the design of the school which may hinder the urban design aspirations for the area and this is to be acknowledged at this stage. The County Council is currently working with the applicant on the location of both primary school away from the railway line.

SN 2 Loves Farm Reserved Site, St Neots

- 4.28 COMMENT: This site is located on the edge of the Loves Farm development where there are currently significant issues relating to the availability of primary school places. This allocation makes no reference to education. However the development will yield primary aged children who will wish to attend their catchment school. The following statement should be included ‘Successful development of the site will require....provision of primary, early years and secondary education facilities, in agreement with Cambridgeshire County’.
- 4.29 This allocation should be treated as part of the St Neots Eastern Expansion

Ramsey Spatial Planning Area

RA7 Former RAF Upwood and Upwood Hill House, Ramsey

- 4.30 COMMENT: The proposed allocation of this site to include approximately 450 homes is significantly greater than the 160 dwellings suggested in 2013. This poses particular difficulty with regard to the provision of primary education and pre-school infrastructure. No reference is made to education within this allocation.
- 4.31 A number of key concerns relating to education arise from this allocation:
- Lack of capacity in existing local primary schools to accommodate children from the new development
 - Potential demand for full day care provision associated with the proposed employment
 - Pressure upon existing Children's Centre services
 - Requirement of a safe walking route to the school identified by the Council as the catchment school for the proposed development
- 4.32 Two primary schools are located within the two mile statutory walking distance of the development site; Bury Church of England Aided Primary School and Upwood Primary School. Both schools are currently operating at, or close to, their capacity and both schools are located on constrained sites which will restrict the extension of accommodation unless additional land were made available.
- 4.33 The proposed development at RAF Upwood would require a 1 form entry extension (210 places) of whichever local primary school was to become the designated catchment school for the development. Upwood Primary would require at least an additional 0.5 ha of land to in order to expand and at least an additional 1ha of land would be required on the Bury school site to accommodate the necessary expansion. In order to achieve this, the County Council would seek from the developer additional land adjoining the development.
- 4.34 This development would require additional childcare provision either as part of the school expansion or as a D1 site identified by the developer.

Warboys

- 4.35 COMMENT: Expansion of existing childcare provision will be required to meet the demand arising from the additional homes on the various proposed allocations in the village.

UTTLESFORD LOCAL PLAN: CONSULTATION DRAFT

To: Economy and Environment

Meeting Date: 12th October 2017

From: Executive Director (Economy Transport and Environment)

Electoral division(s): Linton, Sawston & Shelford and Duxford

Forward Plan ref: N/A **Key decision:** No

Purpose: To consider and endorse the County Council's response to the Uttlesford Local Plan Consultation Draft

Recommendation: The Committee is requested to:

- a) Endorse the response as set out in Appendix 1; and
- b) Delegate to the Executive Director (Economy, Transport and the Environment) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

Officer contact:			Member contacts:
Name:	Juliet Richardson	Names:	Councillors Bates and Wotherspoon
Post:	Growth and Development Business Manager	Post:	Chair/Vice-Chair
Email:	juliet.richardson@cambridgeshire.gov.uk	Email:	
Tel:	01223 699868	Tel:	01223 706398

1. BACKGROUND

- 1.1 Uttlesford District Council, within the County of Essex, is consulting on its draft Local Plan. This plan will allocate sites to meet the district's requirements for new homes, jobs and infrastructure up to 2033.
- 1.2 Figure 1 below shows the Uttlesford boundary, its' constituent Parishes and relationship to Cambridgeshire.

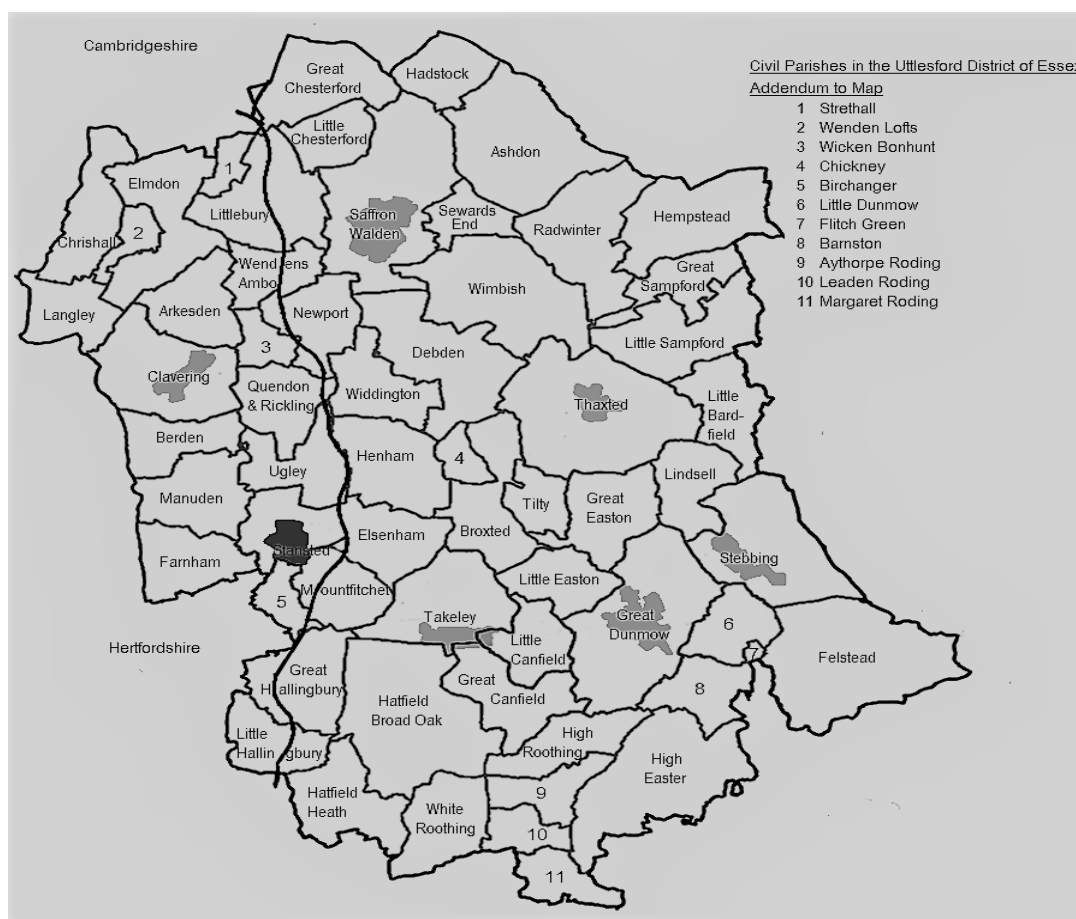


Figure 1: Map of Uttlesford district

- 1.3 North Uttlesford sits adjacent to South Cambridgeshire, with the Cambridgeshire villages of Linton, Great and Little Abington, Duxford and Hinxton all being close to the shared boundary.
- 1.4 Key transport routes, such as the M11 and A11, A505 and A1307 as well as the railway line to London Liverpool Street pass through or close to both districts and London Stansted Airport sits within the heart of Uttlesford.
- 1.5 This report considers the key issues raised by the consultation which will impact upon Cambridgeshire residents and Council services.

2. MAIN ISSUES

- 2.1 Uttlesford Council has assessed a need for 14,100 new homes by 2033, to be provided for through a combination of housing completions since 2011, current identifications and planning permissions, and 5,900 dwellings on new sites.
- 2.2 It is proposed to provide for the new dwellings at two existing market towns (Saffron Walden and Great Dunmow), larger villages and through development of three new garden communities at:-
1. North Uttlesford (land adjacent to the Cambridgeshire boundary to the east of the A11 between Hinxton and Linton);
 2. Easton Park (to the east of Stansted Airport); and
 3. West Braintree (land west of Braintree town centre).
- 2.3 The garden communities will provide housing completions to and beyond 2033 and in some cases for need beyond Uttlesford's boundaries (in Braintree for example). They will collectively provide for around 25,000 new dwellings in total of which 5,000 new dwellings are proposed for North Uttlesford.
- 2.4 The North Uttlesford Garden Community (NUGC) proposal is of most significance for Cambridgeshire, due to its proximity to the County and the potential impacts (both positive and negative) on infrastructure and employment opportunities.
- 2.5 NUGC will provide for a minimum of 1,900 new dwellings by 2033 and support a range of local employment opportunities, services and facilities including schools, health, retail and leisure. The development will also have opportunities for economic linkages with the Wellcome Genome Campus and Chesterford Research Park.
- 2.6 Set out below in paragraphs 2.8 – 2.12 is a summary of the key issues and Appendix 1 contains the officer response submitted to meet the deadline of 4th September 2017. Due to the tight timescales involved, it was not possible to bring this report before an earlier committee.
- 2.7 South Cambridgeshire District Council have submitted a separate response to the consultation and consulted with County officers as part of that process.

EDUCATION

- 2.8 NUGC plans to provide for its own education needs, something which is standard practice for development the size and nature of that planned at NUGC. The development will provide new schools, especially at early years and primary school level, within or near to the development site and this provision will be funded by developer contributions. On this basis, it is considered that there would not be any long term impact on Cambridgeshire schools. In the shorter term, there should be early provision of education infrastructure for the development to ensure that the first residents are provided for without placing any unplanned pressure on existing schools and especially neighbouring Cambridgeshire schools.

- 2.9 Any reliance on Cambridgeshire schools will need to be agreed with Cambridgeshire County Council, prior to any planning approvals, and measures put in place to secure any associated funding requirements.

TRANSPORT

- 2.10 The existing highway network in South Cambridgeshire, close to the proposed development of NUGC, already experiences severe congestion at peak times with the A505 between Royston and the A11 one of the most heavily trafficked routes in Cambridgeshire. Officers have concerns that NUGC is reliant on large scale improvements to the A505 for which no scheme has currently been identified and no firm timescales are in place for study work to begin.
- 2.11 Developer funded improvements could potentially accommodate a certain level of homes and a figure of 3,300 is put forward in the draft Local Plan. Officers wish to continue dialogue with Uttlesford DC on this cap and the potential reliance upon utilising any spare capacity on the Cambridgeshire network.
- 2.12 Officers also have a number of concerns related to the assumptions made in the transport work and these, together with further detail on the above points are set out in further detail in Appendix 1. For these reasons, an objection is recommended on transport matters.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority. Any development may include employment opportunities for the local economy which may benefit Cambridgeshire residents and residents of the new development may seek employment opportunities in Cambridgeshire.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority. Any planning application coming forward within the planned settlements will need to demonstrate how it provides for healthy and independent lives in accordance with local plan policies.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority. Any planning application coming forward within the planned settlements will need to demonstrate how it provides for protecting vulnerable people in accordance with local plan policies.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no additional resource implications at this stage.

4.2 Statutory, Risk and Legal Implications

There are no significant legal implications.

4.3 Equality and Diversity Implications

There are no significant equality and diversity implications.

4.4 Engagement and Consultation Implications

There are no significant engagement and communication implications at this stage.

4.5 Localism and Local Member Involvement

There are no significant localism and local member involvement implications.

4.6 Public Health Implications

There are no significant implications for public health

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	N/A
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Are there any Equality and Diversity implications?	No Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Are there any Localism and Local Member involvement issues?	No Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

SOURCE DOCUMENTS GUIDANCE

Source Documents	Location
https://www.uttlesford.gov.uk/draftplan2017	On-line

Appendix 1 - UTTLESFORD Local Plan 2036: Consultation Draft July 2017 Response by Cambridgeshire County Council (attached)

**UTTLESFORD LOCAL PLAN 2036: CONSULTATION DRAFT JULY 2017
RESPONSE BY CAMBRIDGESHIRE COUNTY COUNCIL**

1. INTRODUCTION

- 1.1 Cambridgeshire County Council welcomes the opportunity to respond to the draft Uttlesford Local Plan. These comments have been prepared by Officers of the Council and submitted in accordance with the instructions and timescales set out by Uttlesford. It should be noted that the same comments will be reported to the next meeting of the Economy and Environment Committee (12th October) for formal endorsement by this Council.
- 1.2 The comments set out below refer specially to the proposed North Uttlesford Garden Community.
- 1.3 Each representation is prefixed with 'support', 'object' or 'comment' to clarify the status of each comment.

2. EDUCATION

- 2.1 COMMENT: The proposals for a new garden village at North Uttlesford do not raise significant education concerns for the Council as whilst there is currently no surplus capacity within the adjacent school catchment areas in South Cambridgeshire, it is expected that development of this scale, in Essex, would provide appropriate on site mitigation to meet the growth in demand resulting from the proposed development.
- 2.2 COMMENT: As adjacent education authorities, officers already work closely with colleagues from Essex County Council, who are the statutory education authority in this case, in planning for strategic development. If, as part of any Essex County Council review on the impact of the proposed development, there is a need to give wider consideration to the pattern of provision of Secondary, Post-16 and SEN provision, then Cambridgeshire County Council officers would assess what the implications of any changes would be and consider what patterns of cross border movement may exist, or emerge, and how the two authorities can work together to best meet the needs of children and young people in their areas.
- 2.3 Any impact on Cambridgeshire infrastructure would need to be fully funded by the development.

3. TRANSPORT

North Uttlesford Garden Community

- 3.1 COMMENT: The highway network in this area of South Cambridgeshire already experiences severely congested conditions at peak times, with the A505 between Royston and the A11 one of the most heavily trafficked routes in Cambridgeshire. In addition many of the junctions in the area are already extremely congested at peak times, particularly around the junction with the A505 and A1301 and at Junction 10 of the M11. Council officers have welcomed the opportunity of involvement with Uttlesford District Council on its transport evidence base - its Traffic Study and the South Cambridgeshire Junction Assessments work to investigate these issues. However, to date, Council officers have not been satisfied with the conclusions drawn from these studies with regards to improvements to junctions on the A505 in Cambridgeshire and the ability of any development to mitigate its impact in transport terms.
- 3.2 OBJECTION: Cambridgeshire County Council (and South Cambridgeshire District Council) officers jointly share the concern that the development at NUGC is reliant on large-scale improvements to the A505 for which no scheme has been identified and no firm timescales are in place for study work to begin.
- 3.3 COMMENT: The draft Local Plan states that the proposed developer funded highway improvements could accommodate up to 3,300 homes at the proposed development. Development beyond that would depend on strategic highway improvements e.g. upgrading the A505 between the M11 and A11.
- 3.4 COMMENT: The Council wishes to continue dialogue with UDC regarding the proposed cap on development of 3,300 homes until strategic highway improvements are implemented, as well as on the detail of the proposed infrastructure improvements. It would seem that even the delivery of these 3,300 homes would remove any 'spare' capacity on the Cambridgeshire highway network close to the Uttlesford border, and officers are already aware of growth aspirations of employment sites in this part of South Cambridgeshire.
- 3.5 COMMENT: The Council firmly believes that development in Uttlesford should demonstrate that its impacts on the Cambridgeshire transport network could be mitigated, and would urge that all new development proposed should take account of existing congestion issues and aim to promote travel by non-car modes.
- 3.6 COMMENT: Council officers are keen to continue to work with UDC on the development framework for the North Uttlesford Garden Community and wishes to

be consulted on any planning applications under the duty to co-operate, as well as on any travel plans for the proposed site.

- 3.7 COMMENT: Given the high levels of car ownership in Uttlesford District and a high proportion of travel to work journeys being made by car (around 70%), Council officers would question the assumptions made about the high levels of self-containment anticipated at the site.
- 3.8 COMMENT: Related to this, the draft Local Plan states that the A11 and A1307 would form the main route from the proposed site towards Cambridge, and that around 32% of work trips are estimated to be towards Cambridge. The A1307 already experiences congestion at peak times and has a long history of safety issues. The Council requires reassurance that these issues have been taken into consideration and also that liaison has taken place with Suffolk County Council and neighbouring districts regarding growth plans for Haverhill and the surrounding area.

A505 Strategic Study

- 3.9 COMMENT: In 2016 the Council bid for funding for a for a strategic transport study of the A505 corridor. However, the bid was unsuccessful. The Council still intends to undertake a study to look at the A505, however, currently there are no timescales for when this work could start. Officers would like to work with UDC as we take this study forward.
- 3.10 COMMENT: Recently, the Department for Transport has published proposals for a Major Roads Network. It is possible that the A505 may form part of this network in the future and this may provide access to a national funding pot.

Greater Cambridge Partnership - A1307 scheme development

- 3.11 COMMENT: As part of the [Three Campuses to Cambridge Scheme](#) options are being developed to improve connections along the A1307 between the major employment sites of Granta Park, Babraham Research Campus and the Cambridge Biomedical Campus for bus, cycling and walking journeys and there may be opportunities for any developments bordering Cambridgeshire to contribute to these transport interventions as they develop.
- 3.12 COMMENT: Officers from Cambridgeshire County Council (and South Cambridgeshire District Council) welcomed the opportunity for early dialogue with the promoters of the NUGC site and their transport consultants at a meeting on 9th August, but do not share the view that relieving pressure on the M11 junction 8 is a good enough justification for development in the north of Uttlesford district, when transport mitigation of this site has not been demonstrated.

- 3.13 COMMENT: Officers do agree, to an extent, that there are opportunities at the NUGC for improving travel by sustainable modes, with rail stations at Great Chesterford and Whittlesford Parkway and opportunities for bus travel improvements and more local journeys made by foot and bicycle. However, evidence to demonstrate such sustainable travel patterns would be required.

Transport Evidence Background Growth

- 3.14 COMMENT: The transport evidence has compared growth rates from the industry transport modelling tool 'TEMPRO' with dwelling growth from Uttlesford's own growth assumptions, as set out in its 'uncertainty log' (a record of assumptions made in the model that will affect travel demand and supply). In instances where TEMPRO projects a higher growth rate than the uncertainty log, the evidence has assumed TEMPRO level of growth.

- For housing, by using TEMPRO, substantially more housing is assumed as committed development across Cambridge and South Cambridgeshire by 2033 than if Objectively Assessed Need as set out in Cambridgeshire local plans (+3,386 in Cambridge, -558 in South Cambridgeshire) was used. This represents a robust future year assessment though has the potential to underestimate the proportional impact from Uttlesford developments.
- For employment TEMPRO generates a figure for jobs across Cambridge and South Cambridgeshire of 24,042 by 2033 which is 20,058 fewer than the objectively assessed need for jobs from our Local Plans (44,100 extra jobs), which is a significant difference and causes concern to CCC that assumptions regarding background employment growth are not robust.

CENTRAL BEDFORDSHIRE LOCAL PLAN: DRAFT PLAN July 2017

To: Economy and Environment

Meeting Date: 12th October 2017

From: Executive Director (Economy Transport and Environment)

Electoral division(s): St Neots East and Gransdens; Gamlingay

Forward Plan ref: N/A *Key decision:* N/A

Purpose: To consider and endorse the County Council's response to the draft Local Plan for Central Bedfordshire

Recommendation: The Committee is requested to:

- a) Endorse the response as set out in Appendix 1; and
- b) Delegate to the Executive Director (Economy, Transport and Environment) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Juliet Richardson	Names:	Councillors Bates and Wotherspoon
Post:	Growth and Development Business Manager	Post:	Chair/Vice-Chair
Email:	juliet.richardson@cambridgeshire.gov.uk	Email:	
Tel:	01223 699868	Tel:	01223 706398

1. BACKGROUND

- 1.1 Central Bedfordshire Council is preparing a new Local Plan and has published the Draft Plan for consultation during July and August. Following this the Council will consider the responses made to the consultation and publish the pre-submission local plan for a further consultation. Any objections and comments to this plan will be considered by the Inspector as part of the examination in public which is anticipated in the early summer 2018.
- 1.2 Central Bedfordshire is situated to the south west of Cambridgeshire and shares a boundary with South Cambridgeshire and Huntingdonshire.
- 1.3 Key transport routes, such as the A1, A428 and the East Coast Mainline railway pass through Central Bedfordshire and play a major role in the strategic regional transport network.
- 1.4 This report summarises the key strategic transport issues arising from the draft Local Plan and the implications for Cambridgeshire. A detailed set of transport comments have been sent to Central Bedfordshire in advance of their deadline for responses and these are attached at Appendix 1.

CENTRAL BEDFORDSHIRE LOCAL PLAN

- 1.5 The Local Plan is making provision for between 20,000 and 30,000 new homes in addition to the 23,000 homes already committed as allocations in the current plan or with planning permission. Further work will be undertaken to establish an exact amount and location of development when Central Bedfordshire produce the Submission Plan for consultation in 2018.
- 1.6 The local plan proposes a number of options to deliver this level of housing growth through:
 - Creating new attractive villages;
 - Creating a new market town;
 - Expanding existing towns; and
 - Growth in existing villages, but only where services can support it.
- 1.7 A significant amount of this development will be dependent on improvements to strategic transport networks including the A1 and A428/A421 corridor, plus the development of critical new infrastructure, like the proposed East-West Railway and the Oxford to Cambridge Expressway.
- 1.8 The Plan proposes a number of strategic growth locations, two of which are in close proximity to Cambridgeshire and are therefore likely to have significant impacts on strategic and local transport networks.
- 1.9 Appendix 2 to this report contains the Local Plan Key Diagram indicating the proposed options for strategic growth locations and their relationship to existing and planned transport infrastructure.

Four new villages east of Biggleswade

- 1.10 This proposal is to develop a network of linked villages to the south of Sutton, west of Dunton and east of Biggleswade. They will comprise around 3,000 dwellings and 4.6ha of employment land and include an opportunity to contribute towards the delivery of the Biggleswade “Green Wheel” providing an extension to Biggleswade Common.
- 1.11 This development is dependent on improvements to the A1 and the local road network. Improvements to public transport links to Biggleswade train station will also be required.
- 1.12 The proposal could include a range of services and amenities, including retail and commercial; community and leisure facilities; open space; health and social care and a full range of educational provision.

New market town near Tempsford

- 1.13 This proposal is for a new market town in an area that partly reuses previously developed land at the old Tempsford Airfield. The new town will comprise 7,000 homes and a new science and technology business park.
- 1.14 The growth location option sits east of the A1, and to the north of Sandy. Tempsford village lies to the north and west of the site, and Everton village to the east. Full scale development here is dependent on improvements to existing transport infrastructure, such as the A1 and A428. It is also dependent on assumptions about the route of the proposed East-West Rail and a station at the new development will be critical to supporting this development. The new station will form an interchange between the new East-West Rail and the East Coast Main Line. It should be noted that a preferred route for East-West Rail, will not be established until the end of this year, with route options both north and south of Sandy currently under consideration.
- 1.15 The proposal could include a range of services and amenities, including retail and commercial; community and leisure facilities; open space; health and social care and a full range of educational provision.
- 1.16 Employment opportunities will be provided through a new science and technology/business park to maximise the opportunity for employment within the transport corridor between Oxford and Cambridge, as well as through the provision of infrastructure, including schools, shops and healthcare facilities.

2 STRATEGIC TRANSPORT ISSUES

- 2.1 The scale of growth along the A1 Corridor and combined with proposed growth at Wyboston in the Bedford Local Plan will have a significant impact on the transport network in Cambridgeshire. Therefore development in Central Bedfordshire should demonstrate that the impacts on the Cambridgeshire transport network can be mitigated, and we would urge that all new development proposed should take account of existing congestion issues and aim to promote travel by non-car modes.
- 2.2 Highways England has consulted on route options for an improved A428 dual carriageway between Caxton Gibbet and the Black Cat roundabout, forming part of the Oxford to Cambridge Expressway. Specifically any infrastructure proposals for the A428 corridor as a

result of the Central Bedfordshire Local Plan should look to complement the A428 bus priority proposals being developed as part of the Greater Cambridge Partnership.

- 2.3 The new market town at Tempsford relies on the delivery of the East West Rail central section with a new station to serve the site, A1 enhancements, as well as improvements to the A428 between Caxton Gibbet in Cambridgeshire and the Black Cat. Given the long lead in times for much of this enabling infrastructure, it is considered that more detailed deliberation of the strategic infrastructure requirements and timings of these to support the proposed development is needed.
- 2.4 Neighbourhood planning consultation demonstrates that residents of Gamlingay in South Cambridgeshire have a strong desire for cycle connections between the village and Sandy Railway Station to be improved. The two Council's should work together to meeting this demand.
- 2.5 The East of Biggleswade Growth Location is also dependent on improvements to the A1 and the local road network. Improvements to public transport links to Biggleswade railway station will also be required. The Council supports the aim of improving public transport, walking and cycling links to Biggleswade railway station in order to maximise rail mode shares.
- 2.6 No information or detail has been provided on the nature and scale of impacts of the development on the road network outside of Central Bedfordshire, particularly on the B1040 and B1042 into Cambridgeshire.
- 2.7 The draft Local Plan acknowledges that development of the scale proposed in this location would require highway improvements to the local and strategic network. The County Council should therefore continue to work with Central Bedfordshire Council on transport matters as the Local Plan process progresses.

4. ALIGNMENT WITH CORPORATE PRIORITIES

Developing the local economy for the benefit of all

- 4.1 There are no significant implications for this priority. Any development may include employment opportunities for the local economy which may benefit Cambridgeshire residents and residents of the new development may seek employment opportunities in Cambridgeshire.

Helping people live healthy and independent lives

- 4.2 There are no significant implications for this priority.

Supporting and protecting vulnerable people

- 4.3 There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

Resource Implications

5.1 There are no further resource implications

Statutory, Risk and Legal Implications

5.2 There are statutory risk or legal implications

Equality and Diversity Implications

5.3 There are no equality or diversity implications

Engagement and Consultation Implications

5.4 No further resource implications to detail at this stage.

Localism and Local Member Involvement

5.5 There are statutory risk or legal implications

Public Health Implications

5.6 There are no public health implications

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	N/A
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	N/A
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Are there any Equality and Diversity implications?	No Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	N/A
Are there any Localism and Local Member involvement issues?	N/A

Have any Public Health implications been cleared by Public Health	N/A
---	-----

Source Documents	Location
https://www.uttlesford.gov.uk/draftplan2017	On-line

**Appendix 1 - Central Bedfordshire Local Plan: Draft Plan July 2017
Response by Cambridgeshire County Council (separate appendix)**

CENTRAL BEDFORDSHIRE LOCAL PLAN 2035: CONSULTATION DRAFT JULY 2017 RESPONSE BY CAMBRIDGESHIRE COUNTY COUNCIL

1. INTRODUCTION

- 1.1 Cambridgeshire County Council welcomes the opportunity to respond to Central Bedfordshire's draft Local Plan. These comments have been prepared by Officers of the Council and submitted in accordance with the instructions and timescales set out by Central Bedfordshire. It should be noted that the same comments will be reported to the next meeting of the Economy and Environment Committee (12th October) for formal endorsement by this Council.

2. GENERAL TRANSPORT COMMENTS

The A428 and A1 Corridors

- 2.1 The primary transport corridor between Central Bedfordshire and Cambridgeshire centres on the A428, which has a number of existing congestion issues, particularly around St Neots at the western end, at the Caxton Gibbet roundabout at the junction of the A428 and the A1198 and then again at the Cambridge end of the road. In addition to this, it should be noted that a number of development/growth proposals already exist at various points along the A428, with growth at St Neots in the Huntingdonshire District and also at both Cambourne and Bourn Airfield in the South Cambridgeshire District.
- 2.2 Highways England has consulted on route options for an improved A428 dual carriageway between Caxton Gibbet and the Black Cat roundabout, forming part of the Oxford to Cambridge Expressway. It is anticipated that a preferred route announcement will be made in autumn 2017, with construction expected to start in 2020.
- 2.3 The Council notes that Highways England is also exploring options for improving the A1 between the M25 and Peterborough for possible inclusion in the Government's Roads Investment Strategy (RIS2). Indeed, the draft Local Plan is reliant on improvements to the A1 to facilitate development at Tempsford.
- 2.4 Specifically in relation to infrastructure for this corridor, CCC would highlight the Greater Cambridge Partnership's proposals for the A428 corridor. This study is focussing on improved bus priority, potentially with the inclusion of increased Park & Ride capacity, between Cambourne and Cambridge along the A428, and part of the 'Tranche 1' schemes, scheduled for development in the first 5 years of the City Deal programme (to 2020). CCC would therefore urge that any infrastructure proposals for the A428 corridor as a result of Central Bedfordshire Local Plan should look to complement the A428 bus priority proposals being developed as part

of the Greater Cambridge Partnership (City Deal). Further Information on this can be found here: [Greater Cambridge Partnership](#)

- 2.5 The Council also has transport strategies that relate to this area which should be considered when developing infrastructure proposals to support the Local Plan. The [St Neots Market Town Transport Strategy](#) deals with proposals for St Neots area and the [Transport Strategy for Cambridge and South Cambridgeshire](#) has proposals for the A428 corridor, which were developed alongside the South Cambridgeshire District Council Local Plan growth proposals.

Draft Local Plan

- 2.6 With large development proposals close to the Cambridgeshire border, the Council has concerns about the potential impacts of the sites on the transport network in Cambridgeshire. Combined with growth proposed near Wyboston as part of the Bedford Borough Local Plan, these impacts could be severe if improvements to infrastructure and services do not come forward.
- 2.7 The Council believes that development in Central Bedfordshire should demonstrate that its impacts on the Cambridgeshire transport network could be mitigated, and would urge that all new development proposed should take account of existing congestion issues and aim to promote travel by non-car modes. It is therefore clear that more detailed analysis of this site and its transport impacts is required. The Council would therefore be very keen to continue liaison with Central Bedfordshire Council on transport matters as the Local Plan process progresses.

Tempsford Growth Location

- 2.8 The vision for this new market town of 7,000 homes heavily relies on the delivery of the East West Rail central section with a new station to serve the site, A1 enhancements, as well as improvements to the A428 between Caxton Gibbet in Cambridgeshire and the Black Cat. Given the long lead in times for much of this enabling infrastructure, it is considered that more detailed deliberation of the strategic infrastructure requirements and timings of these to support the proposed development is needed.
- 2.9 The draft Local Plan acknowledges that the development would likely cause additional pressure on the A1 and increase vehicular movements in surrounding settlements as traffic heads towards St Neots. Furthermore, these impacts would be significant if the strategic transport infrastructure improvements mentioned above did not come forward. However, the draft Local Plan does not give detailed consideration to the impacts of Tempsford on the transport network outside of Central Bedfordshire, including potential for rat-running through Cambridgeshire villages to access jobs and services in Cambridgeshire, and exacerbating congestion on the existing A428. In addition, there is insufficient information available to show what assumptions have been made regarding the level of

development in adjacent authorities and how these will interact, especially the possible new development at Wyboston, the Tempsford Growth Location and planned development in St Neots. Therefore it is not possible to assess the impacts of the proposals outside of Central Bedfordshire.

- 2.10 Neighbourhood planning consultation demonstrates that residents of Gamlingay in South Cambridgeshire have a strong desire for cycle connections between the village and Sandy Railway Station to be improved.
- 2.11 The work by Network Rail and the East West Rail consortium to identify a preferred route is ongoing, with a number of route options under consideration, including routes to the north of Bedford and to the south of Sandy. The assumption in the draft Local Plan regarding a preferred route for East-West Rail would appear therefore to be premature. The indicative route shown on plan would have significant issues with the topography east of Tempsford. Cambridgeshire County Council would like to understand the impact on the proposed new town and on the transport network should Tempsford not lie on or close to the route of East West Rail.

East of Biggleswade Growth Location

- 2.12 The draft Local Plan acknowledges that this development is also dependent on improvements to the A1 and also the local road network. Improvements to public transport links to Biggleswade railway station will also be required. The Council supports the aim of improving public transport, walking and cycling links to Biggleswade railway station in order to maximise rail mode shares.
- 2.13 The draft Plan states that the development would likely cause additional pressure on the A1 and would increase vehicular movements through neighbouring villages. However, no detail is provided on the level of impacts outside of Central Bedfordshire, particularly on the B1040 and B1042 into Cambridgeshire. Again, no information is provided about what level of growth outside of Central Bedfordshire has been assumed.
- 2.14 The draft Local Plan acknowledges that development of the scale proposed in this location would require highway improvements to the local and strategic network. The Council would therefore be very keen to continue liaison with Central Bedfordshire Council on transport matters as the Local Plan process progresses.

3. TRANSPORT MODELLING

- 3.1 This section provides technical comments to the Stage 1A Transport Modelling (July 2017) report. At time of AECOM TN (Oct 2016) the model was being updated to give a 2016 base year due to be completed early 2017. Clarification is sought regarding the status of the revised model and has it been signed off as suitable for use in the assessment of the local plan options.

- 3.2 The draft Local Plan also states that the transport modelling in support of the emerging local plan is being undertaken in two stages, with Stage 1 being split into two distinct parts. This methodology appears reasonable, however, the Council is interested to understand what progress has been made on the further stages of modelling.

Area B – East / A1 corridor

- 3.3 The draft Local Plan states that Area B (East / A1 Corridor) also presents potential for all levels of growth, mainly along the A1 and the East Coast Mainline corridors, as the main south-north transport corridors. New settlements may be created if adequate infrastructure is provided. This is the area that would have the greatest impact on South Cambridgeshire. The Council would like to understand what Central Bedfordshire is proposing in terms of mitigation. Figures 3.1 and 3.2 do not cover the whole of the district and importantly do not include the area around Tempsford nor do they include any information for the areas outside the district boundary. The Council is keen to understand how the proposals at Tempsford relate to the proposed new settlement at Wyboston in the Bedford Borough Local Plan consultation that took place in July 2017.
- 3.4 Figure 4.3 and Figure 4.4 show the stress levels on the highway links and nodes in Area B for the 2035 Reference Case scenario in the morning and evening peak hours respectively. These figures need to include Tempsford.
- 3.5 The modelling shows that in addition to the A1, the A507 to the west of Stotfold, B658 to the west of Biggleswade, B1042 at Potton and several roads in Sandy are predicted to operate under stress for the 2035 Reference Case, as shown in the Figure 4.3 and Figure 4.4.
- 3.6 All new potential growth within Area B is likely to have an impact on the A1 and cause further congestion, as it is the main strategic route in the area. Infrastructure improvements are likely to be required to accommodate further growth and avoid additional stress on the highway network if new developments are to come forward in this area. The Council would like to understand the nature of these improvements.

Mitigation considerations – A1

- 3.7 The outputs from the 2035 Reference Case scenario show congestion on several sections of the A1 for both morning and evening peak hours. This situation is likely to deteriorate if new developments are expected in Central Bedfordshire, particularly for Area B and Area D. Improvements on the A1 junctions at Biggleswade and Sandy may be necessary to accommodate further growth in the these areas.

- 3.8 There is nothing in this section that looks into South Cambridgeshire so it is not possible to assess the impacts of the various scenarios outside of Central Beds.

Stage 1a Modelling

- 3.9 The Council is concerned that none of the modelling figures take account of development outside of Central Bedfordshire. Furthermore, the model for the Local Plan is not constrained to NTEM. The Council is interested to understand why this is the case and how the level of growth has been controlled to enable comparison between the various development options.
- 3.10 The only access to Tempsford is shown as via a level crossing. The Council would like to understand how the level crossing was modelled in both the base and future cases and what is Network Rail's view of this site and the proposed mitigation.

4. NORTH GROWTH OPTIONS STUDY (NOVEMBER 2016)

- 4.1 The following comments relate to the Transport Assessment detailed methodology as set out in Appendix 4.

Key Commuter Travel Mode Split

- 4.2 This section refers to using the Census data, this is reasonable but the section also refers to;

“2011 census data for Lower Super Output Areas (LSOAs) which contained the growth option, or the share that was thought to share similar urban characteristics to the growth option under analysis.”

- 4.3 However there is nothing in the information provided to date setting out how the suitability of the LSOA's used was assessed.

Public Transport Accessibility

- 4.4 The assessment of accessibility with in a 60 minute journey time appears reasonable although this should be checked against the actual destinations of existing work journeys in the district.

Road Accessibility

- 4.5 What is the basis for the 30 minute cut off on the work destinations? The distribution of work trips should be based on the Census Journey to work data for all trips not just those within 30 minutes as this could be restraining the level of car trips within the district.

Indicative Existing Traffic Conditions

- 4.6 Greater information is required in order to enable the methodology set out in this section to be agreed.

Personal Injury Collisions

- 4.7 The use of Crash map data means that there was no assessment of any accident data for 2016, nor does this section cover the areas affected outside the district.

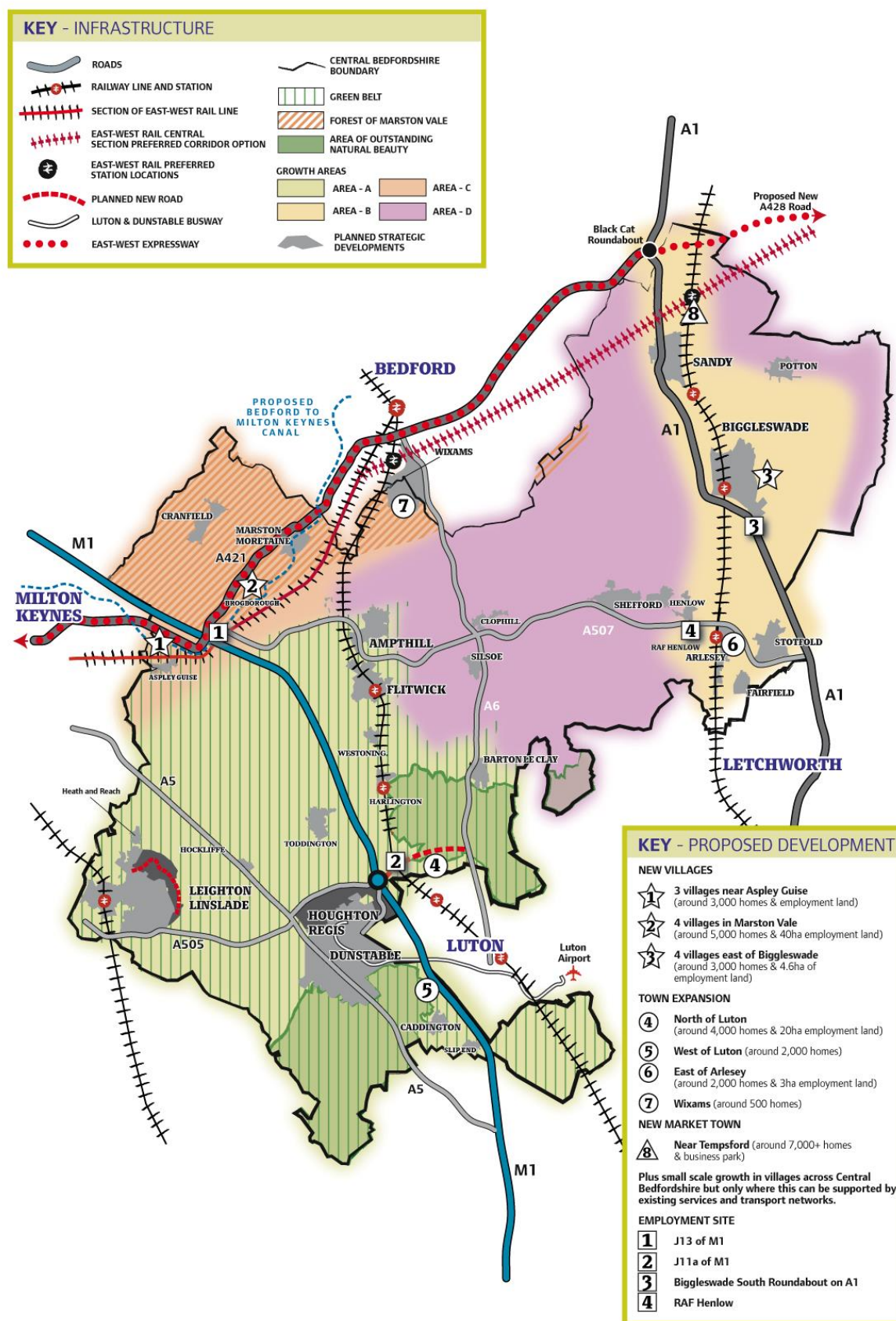
Main Train Station Car Parking Facilities (to facilitate park and ride)

- 4.8 The assumptions as to which rail station would be used appears reasonable.

Simplified Multi-Criteria Analysis

- 4.9 The methodology proposed appears reasonable.

Appendix 2: Proposed Options for Strategic Growth Locations and Key Employment Sites



FINANCE AND PERFORMANCE REPORT – August 2017

To: **Economy and Environment Committee**

Meeting Date: **12th October 2017**

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

Electoral division(s): **All**

Forward Plan ref: **For key decisions *Key decision:* No**

Purpose: **To present to Economy and Environment Committee the
August 2017 Finance and Performance report for
Economy, Transport and Environment (ETE).**

**The report is presented to provide Committee with an
opportunity to comment on the projected financial and
performance outturn position, as at the end of August
2017.**

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

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

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

1. BACKGROUND

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

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the ETE Finance and Performance report for August 2017.
- 2.2 **Revenue:** There is an estimated £1m pressure in Waste (which comes under H&CI Committee) and underspends in Concessionary Fares (£400K) and Highways Development (£249K), are being used to partly offset the Waste pressure.
- 2.3 The forecast bottom line position across ETE is a £49K overspend.
- 2.4 **Capital:** A successful bid was made to the Department of Transport to secure £1.3m of funding from the Safer Roads Fund for A1303 improvements which will be completed in 2018/19.
- 2.5 **Performance:** The Finance & Performance Report (Appendix A) provides performance information for the suite of key indicators for 2017/18. E&E Committee has fourteen **performance indicators** reported to it in 2017-18.
- 2.6 Of these fourteen performance indicators, two are currently red, three are amber, and nine are green. The indicators that are currently red are:
 - Local bus journeys originating in the authority area.
 - The average journey time per mile during the morning peak on the most congested routes
- 2.7 At year-end, the current forecast is that one performance indicators will be red – the Local bus journeys originating in the authority area.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1

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

SOURCE DOCUMENTS

Source Documents	Location
None	

Economy, Transport & Environment Services

Finance and Performance Report – August 2017 for Economy & Environment Committee

1. SUMMARY

1.1 Finance

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	2	10	14
Year-end prediction (for 2017/18)	1	5	8	14

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2017/18 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (August) £000	Forecast Variance - Outturn (August) %
0	Executive Director	227	19	6	+150	66
+554	Infrastructure Management & Operations	58,112	-1,234	-7	+525	1
-376	Strategy & Development	12,305	-674	-13	-625	-5
0	External Grants	-30,646	17	-1	0	0
+177	Total	39,998	-1,872	-9	+49	0

The service level budgetary control report for August 2017 can be found in [appendix 1](#).

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

2.2 Significant Issues

Senior Management review

The review of Senior management within ETE is still to go out to consultation, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is proposed in a full year will therefore save up to £250k.

Waste Private Finance Initiative (PFI) Contract

We are currently forecasting the Waste PFI budget to be around £1.0m overspent. This is largely due to the current year budget not reflecting current (lower) levels of Mechanical Biological Treatment (MBT) plant performance and lower levels of Third Party Income through the contract. In the past, the budget has been amended through the business planning cycle to reflect such changes and this was not done for this year. This figure is based on an assumption that the MBT will continue to perform largely in-line with 2016/17 performance levels. Going forward, it is expected that there will be in year savings related to street sweepings disposal once the contract terms are agreed and the authority is currently disputing the bills for plastic removed from the MBT and landfilled. Once these items are agreed, they will count towards the savings target set for the waste budget.

The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also potential additional savings that are not accounted for above such as a greater reduction in disposal costs for MBT outputs and various contract savings. Whilst these are currently thought to be less likely to be achieved than the savings detailed above, it is still possible that some of these may be implemented by year end. There are also historic disputes to consider, which are not factored into any of the above.

As a result, there is significant uncertainty in our year end position at present and it is unlikely that there will be a noticeable increase in clarity in this position until October/November.

A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year) or ongoing (which can be brought out in the Business Plan) which can be used to offset the in year pressure in waste. The areas which are predicted to underspend (or achieve additional income) are, Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.

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

There were no items above the de minimis reporting limit recorded in August 2017.

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

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

There are three virements recorded in August 2017, this relates to:-

Use of earmarked reserve as agreed by General Purposes Committee (GPC) – Asset Information records £45,000

Use of earmarked reserve as agreed by GPC – Transport Strategy & Policy £200,000

Use of earmarked reserve as agreed by GPC – Flood Risk Management £42,000

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

3. BALANCE SHEET

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

Safer Roads Fund

A successful bid was made to Department for Transport (DfT) to secure £1,300,000 worth of funding from the Safer Roads Fund. This funding is specifically for safety improvements on the A1303. The scheme will be completed in 2018/19.

Cambridgeshire Archives

An in-year underspend of -£703k is forecast. The original schedule for this scheme has slipped, therefore the scheme has been reprofiled to more accurately reflect the revised schedule. However, the scheme is still on track to complete in 2018/19.

Funding

All other schemes are funded as presented in the 2017/18 Business Plan.

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

4. PERFORMANCE

4.1 Introduction

This report provides performance information for the new suite of key Economy, Transport & Environment (ETE) indicators for 2017/18. At this stage in the year, we are still reporting pre 2017/18 information for some indicators.

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

4.2 Red Indicators (new information)

This section covers indicators where 2017/18 targets are not expected to be achieved.

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

No new information.

4.3 Amber indicators (new information)

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

a) Economy & Environment

Economic Development

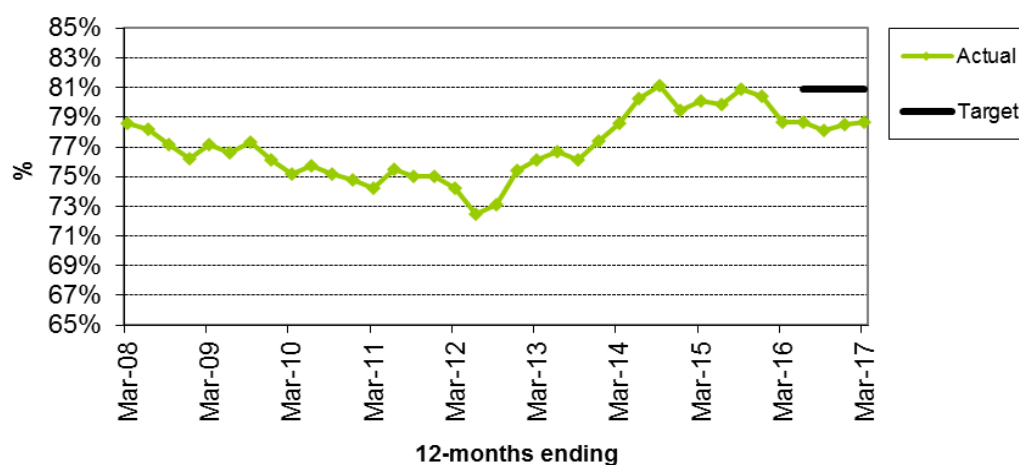
- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to March 2017)

The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).

The 12-month rolling average is 78.7%, which although it has increased slightly from the last quarterly rolling average, is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.0% and the Eastern regional figure of 76.8%.

77.4% are employed full time and 22.5% are employed part time. 11.7% of employed 16-64 year old Cambridgeshire residents are self-employed and 67.1% are employees.

**% of 16-64 year-old Cambridgeshire residents in employment:
12-month rolling average**



b) ETE Operational Indicators

No new information.

4.4 Green Indicators (new information)

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

a) Economy & Environment

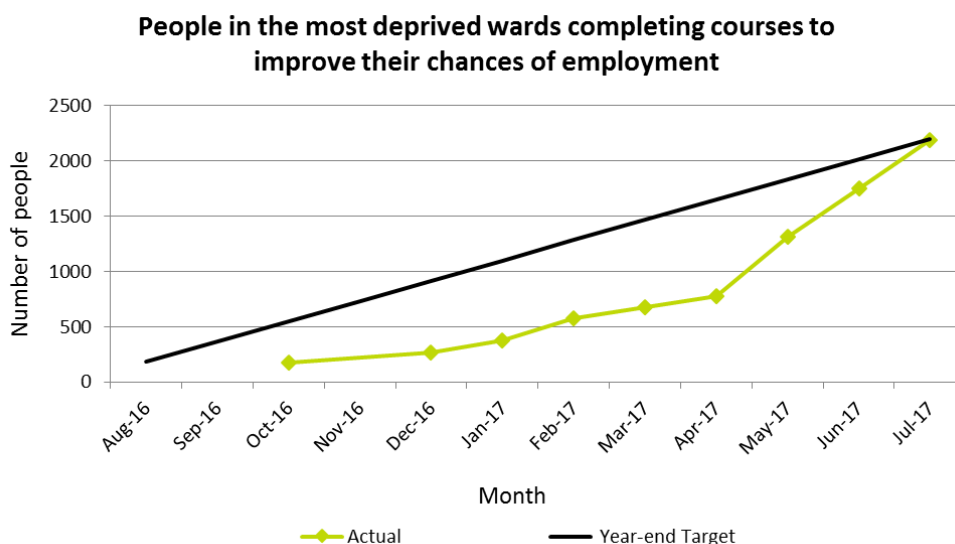
Adult Learning and Skills

- The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work (July 2017)

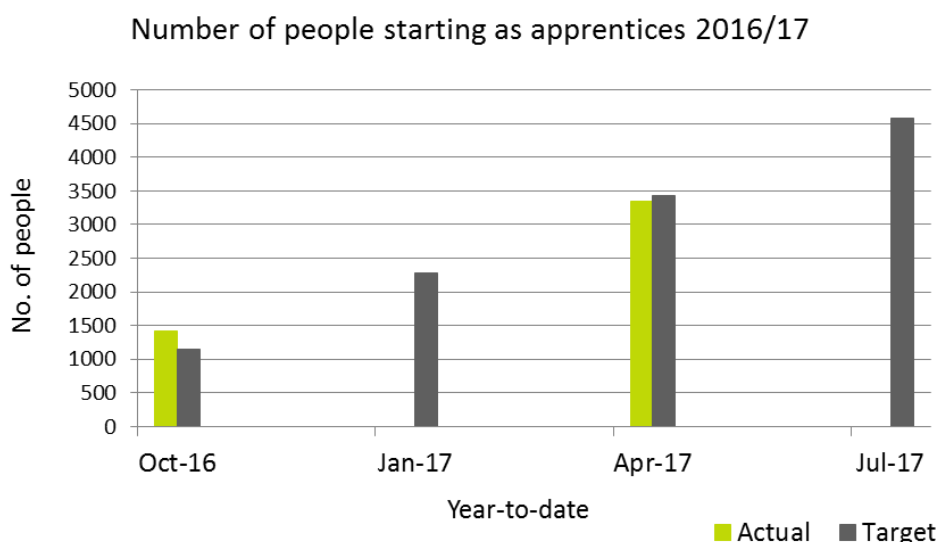
Figures to the end of July show that there are currently 2191 learners taking courses in the most deprived wards.

A targeted programme has started, focusing on increasing the participation in these deprived areas.

The number of people completing courses will not be recorded until the end of the academic year. The target of 2,200 is end-of-year.



- The number of people starting as apprentices – academic year, 2016/17**
 Provisional figures for the number of people starting as apprentices by the end of the third quarter of 2016/17 are 3,340, compared with 3,280 for the same quarter in 2015/16 - an increase of 2%. This means that the 2016/17 target of 4,574 is on track to be achieved.



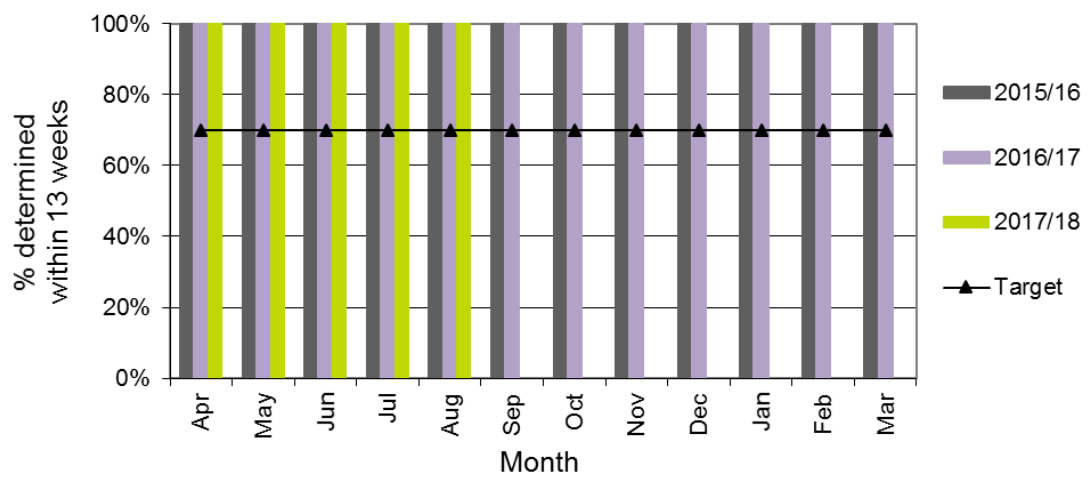
Planning Applications

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant - year-to-date (to August 2017)**

Six County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.

There were three other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). Both applications were determined on time.

County Council planning applications determined within 13 weeks - year-to-date



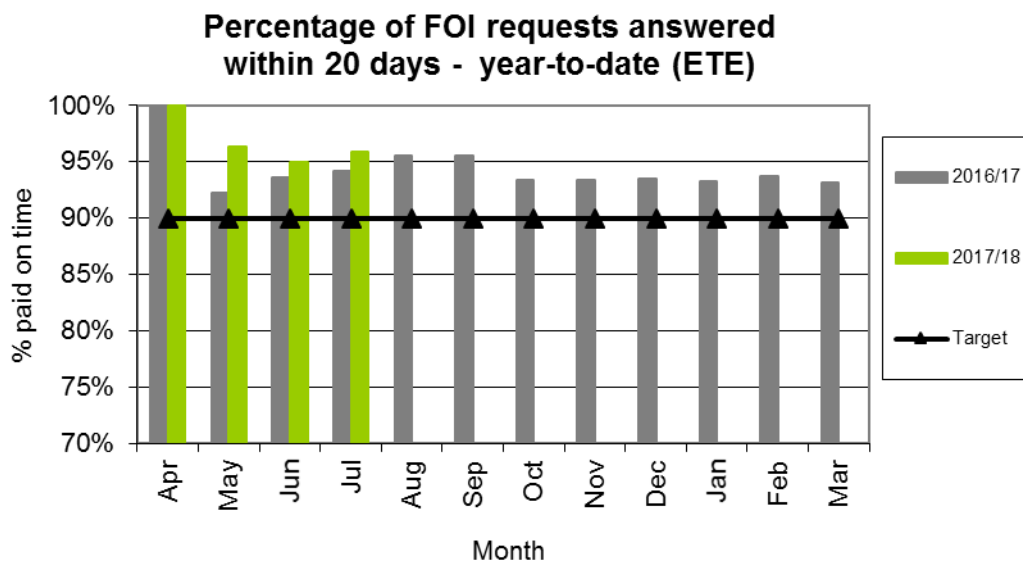
b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (July 2017)

25 Freedom of Information requests were received during July 2017. Provisional figures show that 23 (92.0%) of these were responded to on time.

98 Freedom of Information requests have been received since April 2017 and 95.9% of these have been responded to on-time. This compares with 94.2% (out of 103) and 98.2% (out of 110) for the same period last year and the year before.



Complaints and representations- response rate

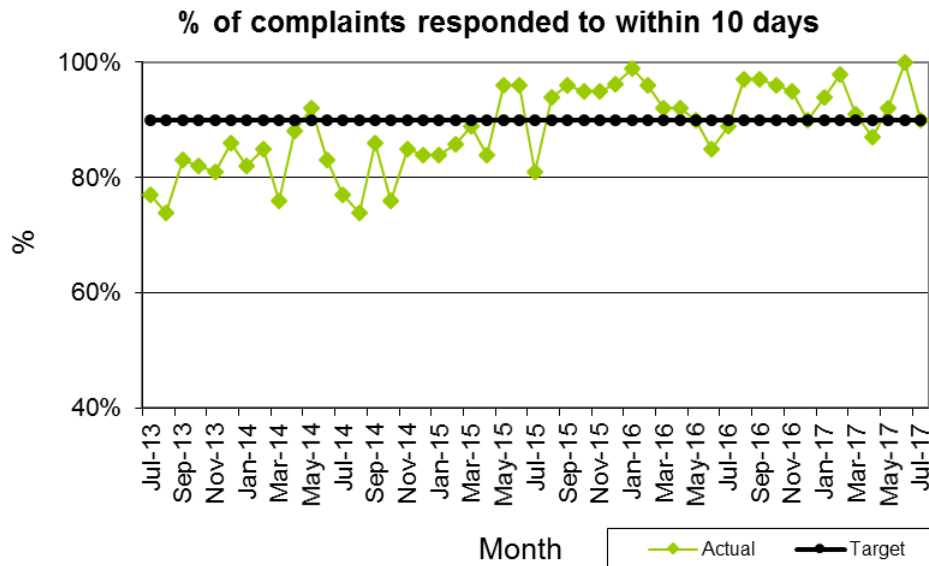
- Percentage of complaints responded to within 10 days (July 2017)

60 complaints were received in July 2017. 54 (90%) of these were responded to within 10 working days.

44 complaints were for Infrastructure Management & Operations and all received, 39 (89%), were responded to on time.

16 complaints were for Strategy & Development and all of them, 15 (94%), were responded to within 10 working days.

The year-to-date figure is currently 92%.



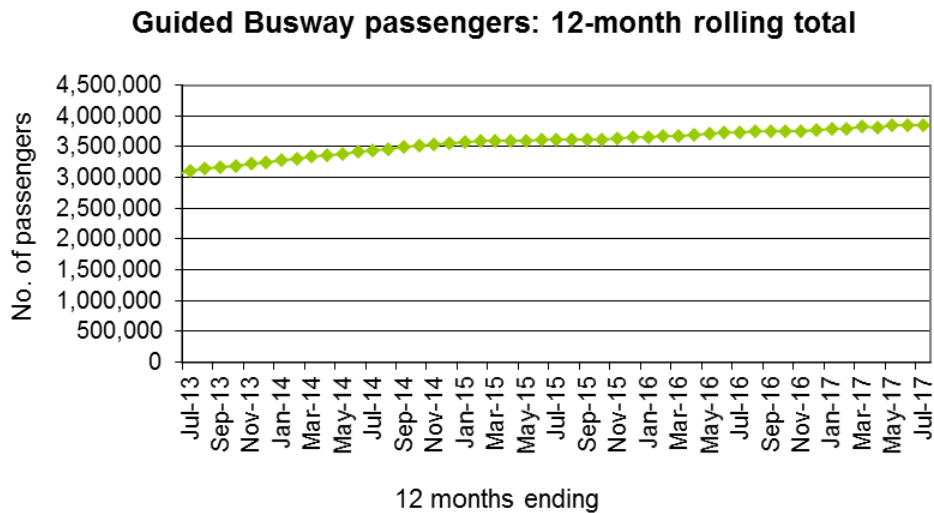
4.5 Contextual indicators (new information)

a) Economy & Environment

Passenger Transport

- Guided Busway passenger numbers (July 2017)

The Guided Busway carried 314,622 passengers in July. There have now been over 20.2 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.85 million.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn July	Service	Current Budget for 2017-18	Expected to end of August	Actual to end of August	Current Variance		Forecast Variance - Outturn August	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	Economy, Transport & Environment Services							
+0	Executive Director	-41	197	217	+20	+10	+150	-365
+0	Business Support	268	106	105	-1	-1	+0	+0
0	Direct Grants	-21,673	0	0	+0	+0	0	0
-0	Total Executive Director	-21,446	302	322	+19	+6	+150	-1
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	60	53	-7	-12	-4	-3
+1,000	Waste Disposal including PFI	34,080	10,280	9,832	-448	-4	+1,000	+3
	Highways							
+2	- Road Safety	332	154	163	+8	+5	+2	+1
-115	- Traffic Management	1,384	699	576	-123	-18	-115	-8
+0	- Highways Maintenance	6,636	2,302	2,396	+93	+4	+0	+0
+49	- Permitting	-1,333	-193	-159	+33	-17	+24	-2
+0	- Winter Maintenance	1,975	139	130	-9	+0	+0	+0
-240	- Parking Enforcement	0	-622	-1,103	-482	+77	-240	+0
-100	- Street Lighting	9,505	2,944	2,677	-268	-9	-100	-1
+46	- Asset Management	578	377	363	-15	-4	+46	+8
-201	- Highways other	588	285	306	+21	+8	-201	-34
+0	Trading Standards	706	342	331	-11	-3	+0	+0
	Community & Cultural Services							
+0	- Libraries	2,930	1,286	1,174	-112	-9	+0	+0
+7	- Archives	347	153	130	-23	-15	+7	+2
+20	- Registrars	-541	-196	-154	+42	-21	+20	-4
+87	- Coroners	780	294	358	+64	+22	+87	+11
0	Direct Grants	-6,555	-1,639	-1,639	0	+0	0	20
+554	Total Infrastructure Management & Operations	51,557	16,667	15,432	-1,234	-7	+525	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	59	55	-4	-6	+0	+0
+0	Transport & Infrastructure Policy & Funding	297	40	122	+81	+202	0	+0
	Growth & Economy							
-33	- Growth & Development	549	222	166	-56	-25	-33	-6
-0	- County Planning, Minerals & Waste	304	89	-22	-111	-125	-0	-0
+0	- Historic Environment	53	67	93	+26	+38	+0	+0
+6	- Flood Risk Management	386	100	100	-1	-1	+6	+1
+0	- Highways Development Management	0	166	106	-60	-36	-249	+0
+1	- Growth & Economy other	165	161	135	-25	-16	+1	+0
+0	Major Infrastructure Delivery	0	213	214	+0	+0	+0	+0
	Passenger Transport							
+38	- Park & Ride	193	549	682	+133	+24	+38	+20
-400	- Concessionary Fares	5,393	1,860	1,559	-301	-16	-400	-7
+12	- Passenger Transport other	2,224	776	686	-89	-12	+12	+1
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,598	966	700	-266	-28	+0	+0
+0	- Learning Centres	0	0	-2	-2	+0	+0	+0
0	Direct Grants	-2,418	-889	-872	17	+0	0	0
-376	Total Strategy & Development	9,887	4,381	3,724	-657	-15	-625	-6
177	Total Economy, Transport & Environment Services	39,998	21,350	19,477	-1,872	-9	+49	+0
	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Combined Authority funding	-21,673	0	0	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-986	-986	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,611	-653	-653	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,418	-889	-872	+17	+0	+0	+0
+0	Grant Funding Total	-30,646	-2,528	-2,511	17	0	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget for 2017/18 £'000	Current Variance		Variance	
		£'000	%	£'000	%
Executive Director	-41	+20	+10	+150	-365
<p>The review of Senior management within ETE is still to go out to consultation, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is proposed in a full year will therefore save up to £250k.</p>					
Waste Disposal incl PFI	34,080	-448	-4	+1,000	+3
<p>We are currently forecasting the Waste PFI budget to be around £1.0m overspent. This is largely due to the current year budget not reflecting current (lower) levels of Mechanical Biological Treatment (MBT) plant performance and lower levels of Third Party Income through the contract. In the past, the budget has been amended through the business planning cycle to reflect such changes and this was not done for this year. This figure is based on an assumption that the MBT will continue to perform largely in-line with 2016/17 performance levels. Going forward, it is expected that there will be in year savings related to street sweepings disposal once the contract terms are agreed and the authority is currently disputing the bills for plastic removed from the MBT and landfilled. Once these items are agreed, they will count towards the savings target set for the waste budget.</p> <p>The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also potential additional savings that are not accounted for above such as a greater reduction in disposal costs for MBT outputs and various contract savings. Whilst these are currently thought to be less likely to be achieved than the savings detailed above, it is still possible that some of these may be implemented by year end. There are also historic disputes to consider, which are not factored into any of the above.</p> <p>As a result, there is significant uncertainty in our year end position at present and it is unlikely that there will be a noticeable increase in clarity in this position until October/November.</p> <p>A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year) or ongoing (which can be brought out in the Business Plan) which can be used to offset the in year pressure in waste. The areas which are predicted to underspend (or achieve additional income) are, Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p>					
Traffic Management	1,384	-123	-18	-115	-8
<p>The signals budget is expected to underspend by £100k mainly due to savings from a new contract and savings on energy. There is also expected to be an increase in income of £15k for Temporary Traffic Regulation Orders (TTRO). This underspend will be used to help cover the pressure on the Waste budget.</p>					

Parking Enforcement	0	-482	+77	-240	0
Income from City centre access cameras is currently ahead of budget, due to new cameras but the level of income is not expected to continue as drivers get used to the new restrictions.					
Street Lighting	9,505	-268	-9	-100	-1
Savings are expected from the PFI contract and further energy savings than were budgeted. This underspend will be used to help cover the pressure on the Waste budget.					
Highways other	588	+21	+8	-201	-34
Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work but until the spend on the Waste budget is clearer, this funding will be held to cover the pressure on the Waste budget.					
Coroners	780	+64	+22	+87	+11
Costs in this area has increased partly due to more deaths and also an increase in costs relating to Assistant Coroners.					
County Planning Minerals & Waste	304	-111	-125	0	0
Current underspend relates to an increase in income due to an unbudgeted large planning application fee. The remainder of the underspend is due to the difficulty in filling a technical vacancy.					
Highways Development Management	0	-60	-36	-249	0
Section 106 and section 38 fees have come in higher than expected for new developments and is expected to lead to an overachievement of income.					
Concessionary Fares	5,393	-301	-16	-400	-7
The projected underspend is based on the final spend in the last financial year and currently the initial indications are that this level of underspend will be achieved this year. This underspend will be used to help cover the pressure on the Waste budget.					

APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	32,051
Waste PFI Grant		-80
Reduction to match Combined authority levy		-1,327
Non-material grants (+/- £30k)		+2
Total Grants 2017/18		30,646

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	38,682	
Apprenticeship Levy	61	
Implementation of the Corporate Capacity Review	-698	
Allocation of Waste inflation	200	
Waste – allocation of demand funding to cover increased costs	170	
Adjustment to match Combined authority levy	1,327	
Use of earmarked reserve – Asset Information records	45	
Use of earmarked reserve – Transport Strategy & Policy	200	
Use of earmarked reserve – Flood Risk Management	42	
Non-material virements (+/- £30k)	-31	
Current Budget 2017/18	39,998	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017 £'000	Movement within Year £'000	Balance at 31st August 2017 £'000	Yearend Forecast Balance £'000	Notes
General Reserve					
Service carry-forward	2,229	(2,229)	0	0	To be transferred to central reserve
Sub total	2,229	(2,229)	0	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	218	
Sub total	218	0	218	218	
Other Earmarked Funds					
Deflectograph Consortium	57	0	57	57	Partnership accounts, not solely CCC
Highways Searches	55	0	55	0	
On Street Parking	2,286	0	2,286	2,000	
Bus route enforcement	117	0	117	0	
Streetworks Permit scheme	98	0	98	0	
Highways Commuted Sums	620	(24)	595	620	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	562	562	562	
Guided Busway Liquidated Damages	1,523	(302)	1,221	300	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	0	59	59	
Strategic Transport Corridor Feasibility Studies	0	0	0	0	
Flood Risk funding	0	0	0	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	291	0	291	250	Partnership accounts, not solely CCC
Fens Workshops	61	0	61	61	Partnership accounts, not solely CCC
Travel to Work	211	0	211	211	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	72	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	36	1	37	0	
Other earmarked reserves under £30k - S&D	(174)	(1)	(175)	0	
Sub total	6,003	436	6,438	4,883	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	669	0	669	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	21,860	21,860	0	Account used for all of ETE
Government Grants - S&D	786	13,698	14,484	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(2,689)	3,100	5,000	
Other Capital Funding - IMO	699	(43)	656	200	
Sub total	7,274	32,826	40,100	5,200	
TOTAL	16,393	31,033	47,426	10,301	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2017/18						TOTAL SCHEME	
Original 2017/18 Budget as per BP	Scheme	Revised Budget for 2017/18	Actual Spend (July)	Forecast Spend - Outturn (July)	Forecast Variance - Outturn (July)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	57	200	0	200	0
682	- Local Infrastructure Improvements	863	276	862	-1	863	0
594	- Safety Schemes	594	-29	594	0	594	0
345	- Strategy and Scheme Development work	380	136	380	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,201	605	4,160	-41	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	- Operating the Network	16,255	5,600	16,143	-112	16,248	161
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	670	6,000	0	90,000	0
0	- Pothole grant funding	1,155	202	1,155	0	1,155	0
395	- Waste Infrastructure	395	0	395	0	5,120	0
2,060	- Cambridgeshire Archives	1,975	0	1,272	-703	5,180	0
284	- Community & Cultural Services	592	0	592	0	1,540	0
0	- Street Lighting	736	0	736	0	736	0
0	- National Productivity Fund	2,890	3	2,890	0	2,890	0
0	- Challenge Fund	6,250	0	6,250	0	6,250	0
0	- Safer Roads Fund	1,175	0	1,175	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	4,852	821	4,852	0	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	2	1,510	0	9,116	0
25,000	- Ely Crossing	25,891	5,805	25,891	0	36,000	0
0	- Chesterton Busway	200	195	200	0	200	0
1,370	- Guided Busway	1,200	11	1,200	0	148,886	0
11,667	- King's Dyke	6,000	98	6,000	0	13,580	0
0	- Wisbech Access Strategy	170	183	170	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	0	1,000	0	0	0
100	- A14	142	78	142	0	25,200	0
250	- Energy Efficiency Fund	250	80	250	0	1,000	0
0	- Soham Station	500	9	500	0	6,700	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	1	4,217	0	36,290	0
0	- Other Schemes	200	200	200	0	200	0
75,927		89,816	15,003	88,959	-857	432,267	161
-9,664	Capital Programme variations	-14,742		-13,885	857		
66,263	Total including Capital Programme variations	75,074	15,003	75,074	0		

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2016/17 financial year. The phasing of a number of schemes has been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke. This still needs to be agreed by GPC.

Three additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund and the Challenge Fund.

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn

overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

Cambridgeshire Archives

An in-year underspend of -£703k is forecast. The original schedule for this scheme has slipped, therefore the scheme has been reprofiled to more accurately reflect the revised schedule. However, the scheme is still on track to complete in 2018/19.

King's Dyke

Negotiations with land owners are nearing completion and entering the final stages. Costs remain confidential at this point.

The tender process for design and construction is complete. Kier Construction has been announced as the successful preferred bidder for these works. Kier are entering the stage 2 of the design process to formulate a more robust construction target price prior to award of contract.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to the E and E committee the estimated cost including optimism bias could increase and an upper possible figure of £16.9m was indicated. An opportunity will be taken to work through stage 2 to assess in more detail the potential risks, ground conditions and any emerging construction difficulties. Should additional funding be required, this will be reported back to the Economy and Environment Committee and GPC.

Ely Southern By Pass.

The construction target cost for the contract has been developed and has emerged at £27.4m to which land and other costs need to be added. This was an increase from the construction estimate at tender stage as the most significant risks and costs materialise, these include Network Rail approvals, the diversion of statutory undertakers plant, poor and variable ground conditions. These risk are currently being worked through with the contractor to minimise the impact on the project and maximise the opportunities to reduce the cost. A further update will follow as more clarity emerges on cost. The Benefit Cost Ratio range agreed with the DfT for allocation of the £16m Growth Deal and within the estimated budget of £36m.

The diversion of a 33kV power supply, at the site of the western abutment of the railway bridge is now complete and works are now underway to complete this section of work leading towards the build of the main bridge crossing structures. The works programme revised completion date remains at late summer 2018. A more detailed outturn forecast to take account of the of this delay and the risks associated with the project will be reported in the Finance and Performance report and to the E&E Committee later in the year.

Capital Funding

2017/18				
Original 2017/18 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2017/18 £'000	Forecast Spend - Outturn (August) £'000	Forecast Funding Variance - Outturn (August) £'000
17,991	Local Transport Plan	17,815	17,709	-106
2,483	Other DfT Grant funding	23,310	23,310	0
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	5,645	5,597	-48
18,992	Prudential Borrowing	22,367	21,664	-703
12,403	Other Contributions	10,312	10,312	0
75,927		89,816	88,959	-857
-9,664	Capital Programme variations	-14,742	-13,885	857
66,263	Total including Capital Programme variations	75,074	75,074	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2016/17 financial year. The phasing of a number of schemes have been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke.

Four additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund, Challenge Fund and Safer Roads Fund.

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	6.0	This reflects slippage or rephasing of the 2016/17 capital programme to be delivered in 2017/18 which will be reported in August 17 for approval by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-9.0	Rephasing of grant funding for King's Dyke (-£1.0m), costs to be incurred in 2018/19. Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (-£8.3m)
Revised Phasing (Section 106 & CIL)	-0.8	Revised phasing of Guided Busway spend and receipt of developer contributions.
Revised Phasing (Other Contributions)	-3.2	Revised phasing of King's Dyke spend

Additional Funding / Revised Phasing (DfT Grant)	16.3	New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), Challenge Fund (£3.5m) and Safer Roads Fund (£1.2m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m)
Additional / Reduction in Funding (Prudential borrowing)	-1.0	Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m). Brought forward borrowing to fund DfT Challenge Fund schemes (£2.25m).

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

a) Economy & Environment

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Adult Learning & Skills									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work	High	↑	To 31-Jul-2017	2191	2,200	G	G	Figures to the end of July show that there are currently 2191 learners taking courses in the most deprived wards. A targeted programme has started, focusing on increasing the participation in these deprived areas. The number of people completing courses will not be recorded until the end of the academic year. The target of 2,200 is end-of-year.
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people starting as apprentices	High	↑	2016/17 academic year to date	3,340	4,574	G	G	Provisional figures for the number of people starting as apprentices by the end of the third quarter of 2016/17 are 3,340, compared with 3,280 for the same quarter in 2015/16 - an increase of 2%. This means that the 2016/17 target of 4,574 is on track to be achieved.
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 29-Jan-2017	44.27%	Contextual		Figures to the end of April 2017 show that the average take-up in the intervention area has increased from 35.6% in June 2016 to 44.27%	
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 31-Dec-2015	92.6%	95.2% by June 2017	G	G	The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017. The formal programme update is not available until July but national comparison sites indicate that superfast broadband coverage in Cambridgeshire is currently 94.8%.
Economic Development									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↑	To 31-Mar-2017	78.7%	80.9% to 81.5%	A	A	<p>The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).</p> <p>The 12-month rolling average is 78.7%, which although it has increased slightly from the last quarterly rolling average, is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.0% and the Eastern regional figure of 76.8%.</p> <p>77.4% are employed full time and 22.5% are employed part time. 11.7% of employed 16-64 year old Cambridgeshire residents are self-employed and 67.1% are employees.</p>
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↓	Nov 2016	Gap of 6.0 percentage points Most deprived areas (Top 10%) = 10.8% Others = 4.8%	Gap of <=6.0 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	<p>The 2016/17 target of <=11.5% is for the most deprived areas (top 10%).</p> <p>Latest figures published by the Department for Work and Pensions show that, in August 2016, 10.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 4.8% of those living elsewhere in Cambridgeshire.</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of <=6.5 percentage points.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↓	To 30-Sep-2015	+6,300 (provisional)	+3,500	G	A	<p>The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16 target of +3,500 additional jobs has been achieved.</p> <p>This information is usually published late September each year, for the previous year, by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.</p>
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↓	July-2017	314,622	Contextual			The Guided Busway carried 314,622 passengers in July. There have now been over 20.2 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.85 million.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.5 million	19 million	R	R	There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>representing a decrease of 400,000 compared with 2014/15.</p> <p>The drop in performance is part of a national trend which the Department of Transport (DfT) have reported as a 2.1% decline in England, outside of London, for 2015/16. There is a chance of growth in the future through the City Deal, but equally these could be offset by cuts through budget reduction. These two changes are unlikely to take effect until 2017/18 so it is unlikely that the 2016/17 target of 19 million bus passenger journeys will be achieved.</p>
Planning applications									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	Aug-2017	100%	100%	G	G	<p>Six County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.</p> <p>There were three other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). Both applications were determined on time.</p>
Traffic and Travel									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	<p>There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015.</p> <p>Overall growth from the 2004-2005 average baseline is 62.5 percent</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									which is better than the Council's target of 46%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↑	Oct 2014	Fenland = 81.1% Other excluding Cambridge = 89.4%	Fenland = 86.3%	A	A	<p>Latest figures published by the Department for Transport show that in 2014/15, 81.1% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2013/14, which is disappointing, although, because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant.</p> <p>Excluding Cambridge, the latest figure for the rest of the County is 89.4%. The gap of 8.3 percentage points is only slightly less than the 2012/13 baseline gap of 8.7 percentage points.</p> <p>A large number of schemes have been undertaken across most parishes in Fenland to further promote cycling and walking including new cycle routes, new footways, large maintenance schemes, general improvements and whole town centre redesigns.</p> <p>During 2015/2016 Cambridgeshire was awarded funding from the Government for a project in Wisbech from the Local Sustainable Transport Fund (LSTF). The project included Sustrans undertaking cycling work with schools and the County Council Travel to Work Unit working with employers in Wisbech to encourage more sustainable travel for commuting.</p> <p>In addition to this, the Cycling Projects team regularly work with Fenland District Council and their Transport team to undertake surveys and audits with the Transport Strategy Team</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									helping to determine some of the improvement schemes.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The average journey time per mile during the morning peak on the most congested routes	Low	↓	Sep 2015 to Aug 2016	4 minutes 52 seconds	4 minutes	R	A	<p>At 4.52 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is better than the previous year's figure of 4.87 minutes.</p> <p>The target for 2017/18 is to reduce this to 4 minutes per mile.</p>

c) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
ETE Operational Indicators									
Monthly	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of Freedom of Information requests answered within 20 days	High	↓	July-2017	92.0%	90%	G	G	25 Freedom of Information requests were received during July 2017. Provisional figures show that 23 (92.0%) of these were responded to on time. 98 Freedom of Information requests have been received since April 2017 and 95.9% of these have been responded to on-time. This compares with 94.2% (out of 103) and 98.2% (out of 110) for the same period last year and the year before.
	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of complaints responded to within 10 days	High	↓	July-2017	90%	90%	G	G	60 complaints were received in July 2017. 54 (90%) of these were responded to within 10 working days. 44 complaints were for Infrastructure Management & Operations and all received, 39 (89%), were responded to on time. 16 complaints were for Strategy & Development and all of them, 15 (94%), were responded to within 10 working days. The year-to-date figure is currently 92%.
	Operating Model enabler: Having Councillors and officers who are equipped for the future								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↑	To Jul-2017	3.4 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average has increased slightly to 3.4 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During July the total number of absence days within Economy, Transport & Environment was 193 days based on 536 staff (f.t.e) working within the Service. The breakdown of absence shows that 131 days were short-term sickness and 62 days long-term sickness.</p>

**SERVICE COMMITTEE REVIEW OF DRAFT REVENUE BUSINESS PLANNING
PROPOSALS FOR 2018-19 TO 2022-23**

To: **Economy and Environment Committee**

Meeting Date: **12 October 2017**

From: **Graham Hughes - Executive Director: Economy Transport
and Environment**

Chris Malyon - Chief Finance Officer

Electoral division(s): **All**

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

Purpose: **This report provides the Committee with an overview of the draft Business Plan Revenue Proposals for Economy Transport and Environment that are within the remit of the Economy and Environment Committee.**







Recommendation: **a) It is requested that the Committee note the overview and context provided for the 2018/19 to 2022/23 Business Plan revenue proposals for the Service.**

b) It is requested that the Committee comment on the draft revenue proposals that are within the remit of the Economy and Environment Committee for 2018/19 to 2022/23.

Officer contact:	Member contacts:
Name: Graham Hughes Post: Executive Director - ETE Email: graham.hughes@cambridgeshire.gov.uk Tel: 01223 715660	Name: Cllr Ian Bates Post: Chair of E&E Committee Email: ian.bates@cambridgeshire.gov.uk Tel: 01223 706398

1. OVERVIEW

- 1.1 The Council's Business Plan sets out how we will spend the resources we have at our disposal to achieve our vision and priorities for Cambridgeshire, and the outcomes we want for people.

Outcomes	
Older people live well independently.	
Places that work with children help them to reach their full potential.	
People lead a healthy lifestyle and stay healthy for longer.	
People with disabilities live well independently.	
People live in a safe environment.	
The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents.	
People at risk of harm are kept safe.	

- 1.2 To ensure we deliver this agenda, our focus is always on getting the maximum possible value for residents from every pound of public money we spend and doing things differently to respond to changing needs and new opportunities. The Business Plan therefore sets out how we aim to provide better public services and achieve better results for communities whilst responding to the challenge of reducing resources.
- 1.3 Like all Councils across the country, we are facing a major challenge. Demand is increasing and funding is reducing at a time when the cost of providing services continues to rise significantly due to inflationary and demographic pressures. Through our FairDeal4Cambs campaign we are currently linking with the 39 Shire County areas who make up membership of the County Council's Network and who are raising the issue of historic underfunding of Shire Counties with our MPs and through them with Government. As the fastest growing County in the country this financial challenge is greater in Cambridgeshire than elsewhere. We have already delivered £186m of savings over the last 5 years and have a strong track record of value for money improvements which protect front line services to the greatest possible extent. However we know that there will be diminishing returns from existing improvement schemes and that the substantial pressure on public finances remains. It is therefore clear that we need to work more closely with local communities to help them help themselves as well as going further and faster in redesigning the way we commission and deliver services.

- 1.4 As such our Business Plan recognises the scale of change needed and proposes a significant programme of change across our services, with our partners and, crucially, with our communities. To support this we have a dedicated fund, providing the resource needed in the short term to drive the change we need for the future.
- 1.5 As the scope for traditional efficiencies diminishes our plan is increasingly focused on a range of more fundamental changes to the way we work. Some of the key themes driving our thinking are;
- Income and Commercialisation - identifying opportunities to bring in new sources of income which can fund crucial public services without raising taxes significantly and to take a more business-like approach to the way we do things in the council.
 - Strategic Partnerships – acting as ‘one public service’ with our partner organisations in the public sector and forming new and deeper partnerships with communities, the voluntary sector and businesses. The aim being to cut out duplication and make sure every contact with people in Cambridgeshire delivers what they need now and might need in the future.
 - Demand Management – working with people to help them help themselves e.g. access to advice and information about local support and access to assistive technology. Where public services are needed ensuring this is made available early so that people’s needs don’t escalate to the point where they need to rely heavily on public sector support in the long term– this is about supporting people to remain as healthy and independent as possible for as long as possible.
 - Commissioning – ensuring all services that are commissioned deliver the outcomes people want at the best possible price – getting value for money in every instance.
 - Modernisation – ensuring the organisation is as efficient as possible and as much money as is possible is spent on front line services and not back office function staking advantage of the latest technologies and most creative and dynamic ways of working to deliver the most value for the least cost.
- 1.6 The Council continues to undertake financial planning of its revenue budget over a five year period which creates links with its longer term financial modelling and planning for growth. This paper presents an overview of the proposals being put forward as part of the Council’s draft revenue budget, with a focus on those which are relevant to this Committee. Increasingly the emerging proposals reflect joint proposals between different directorate areas and more creative joined up thinking that recognise children live in families and families live in communities, so many proposals will go before multiple Committees to ensure appropriate oversight from all perspectives.
- 1.7 Funding projections have been updated based on the latest available information to provide a current picture of the total resource available to the Council. At this stage in the year, however, projections remain fluid and will be reviewed as more accurate data becomes available.
- 1.8 Equally as our proposals become more ambitious and innovative, in many instances they become less certain. Some proposals will deliver more or less

than anticipated, equally some may encounter issues and delays and others might be accelerated if early results are promising. To manage this we need to incorporate some changes to our business planning approach, specifically;

- We want to develop proposals which exceed the total savings/income requirement – so that where some schemes fall short they can be mitigated by others and we can manage the whole programme against a bottom-line position
- We aim to establish a continual flow of new proposals into the change programme – moving away from a fixed cycle to a more dynamic view of new thinking coming in and existing schemes and estimates being refined
- A managed approach to risk – with clarity for members about which proposals have high confidence and certainty and which represent a more uncertain impact

1.9 The Committee is asked to comment on these initial proposals for consideration as part of the Council's development of the Business Plan for the next five years. Draft proposals across all Committees will continue to be developed over the next few months to ensure a robust plan and to allow as much mitigation as possible against the impact of these savings. Therefore these proposals may change as they are developed or alternatives found.

1.10 Committees will receive an update to the revenue business planning proposals in December at which point they will be asked to endorse the proposals to GPC as part of the consideration for the Council's overall Business Plan.

2. BUILDING THE REVENUE BUDGET

2.1 Changes to the previous year's budget are put forward as individual proposals for consideration by committees, General Purposes Committee and ultimately Full Council. Proposals are classified according to their type, as outlined in the attached Table 3, accounting for the forecasts of inflation, demand pressures and service pressures, such as new legislative requirements that have resource implications, as well as savings.

2.2 The process of building the budget begins by identifying the cost of providing a similar level of service to the previous year. The previous year's budget is adjusted for the Council's best forecasts of the cost of inflation, the cost of changes in the number and level of need of service users (demand) and proposed investments. Should services have pressures, these are expected to be managed within that service where possible, if necessary being met through the achievement of additional savings or income. If it is not possible, particularly if the pressure is caused by legislative change, pressures are considered corporately. It should be noted, however, that there are no additional resources and therefore this results in an increase in the level of savings that are required to be found across all Council Services. The total expenditure level is compared to the available funding and, where this is insufficient to cover expenditure, the difference is the savings/income requirement to be met through transformational change, and or, savings projects in order to achieve a set of balanced proposals.

2.3 The budget proposals being put forward include revised forecasts of the expected cost of inflation following a detailed review of inflation across all

services at an individual budget line level. Inflation indices have been updated using the latest available forecasts and applied to the appropriate budget lines. Inflation can be broadly split into pay, which accounts for inflationary costs applied to employee salary budgets, and non-pay, which covers a range of budgets, such as energy, waste, etc. as well as a standard level of inflation based on government Consumer Price Index (CPI) forecasts. All inflationary uplifts require robust justification and as such general inflation was assumed to be 0%. Key inflation indices applied to budgets are outlined in the following table:

Inflation Range	2018-19	2019-20	2020-21	2021-22	2022-23
Standard non-pay inflation (CPI)	2.2%	2.0%	2.0%	2.0%	2.0%
Other non-pay inflation (average of multiple rates)	3.5%	2.3%	1.7%	1.7%	1.7%
Pay (admin band)	1.0%	1.0%	1.0%	1.0%	1.0%
Pay (management band)	1.0%	1.0%	1.0%	1.0%	1.0%

2.4 Forecast inflation, based on the above indices, is as follows:

Service Block	2018-19	2019-20	2020-21	2021-22	2022-23
People and Communities (P&C)	2,197	2,659	2,673	2,673	2,673
Economy, Transport and Environment (ETE)	1,086	1,267	849	874	853
ETE (Waste Private Finance Initiative)	856	918	971	953	945
Public Health	16	19	24	24	24
Corporate and Managed Services	279	128	138	138	138
LGSS Operational	72	88	114	114	114
Total	4,506	5,079	4,769	4,776	4,747

2.5 A review of demand pressures facing the Council has been undertaken. The term demand is used to describe all anticipated demand changes arising from increased numbers (e.g. as a result of an ageing population, or due to increased road kilometres) and increased complexity (e.g. more intensive packages of care as clients age). The demand pressures calculated are:

Service Block	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000	2022-23 £'000
People and Communities (P&C)	6,693	7,115	7,583	7,626	8,415
Economy, Transport and Environment (ETE)	269	265	267	265	271
Total	6,962	7,380	7,850	7,891	8,686

2.6 The Council is facing some cost pressures that cannot be absorbed within the base funding of services. Some of the pressures relate to costs that are associated with the introduction of new legislation and others as a direct result of contractual commitments. These costs are included within the revenue tables considered by service committees alongside other savings proposals and priorities:

Service Block / Description	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000	2022-23 £'000
New Pressures Arising in 18-19					
P&C: Children's Change Programme	886	0	0	0	0
P&C: Legal	400	0	0	0	0
P&C: Adoption	367	0	0	0	0
P&C: DSG Contribution to Combined Budgets	3,612	0	0	0	0
ETE: Cambridgeshire and Peterborough Minerals and Waste Local Plan	108	0	-54	-54	0
ETE: Waste PFI	1,175	0	0	0	0
ETE: Removal of P&R charges	1,200	0	0	0	0
ETE: Ely Archives Centre	0	78	0	0	0
ETE: Norwich Tech Partnership Contribution	25	0	0	0	0
ETE: Guided Busway Defects	1,100	200	-1,300	0	0
ETE: Coroner Service	95	0	0	0	0
CS: Commercial approach to contract management	340	0	0	0	0
Existing Pressures Brought Forward					
P&C: Fair Cost of Care and Placement Costs	0	1,500	2,500	1,000	0
P&C: Impact of National Living Wage on Contracts	3,770	3,761	3,277	0	0
P&C: Local Housing Allowance limits - impact on supported accommodation	0	412	595	199	0
P&C: Children Innovation and Development Service	50	0	0	0	0

P&C: Multi Systemic Therapy (MST)	63		0	0	0
ETE: Libraries to serve new developments	0	0	49	0	0
CS: Contract mitigation	0	2,000	0	0	0
A&I: Renewable energy - Soham	4	5	4	5	0
Professional and Management Pay Structure - combined	84	0	0	0	0
Impact of National Living Wage on CCC employee costs (combined)	18	74	174	174	174
Total	-	-	-	-	-

3. SUMMARY OF THE DRAFT REVENUE BUDGET

- 3.1 In order to balance the budget in light of the cost increases set out in the previous section and reduced Government funding, savings or additional income of £37.2m are required for 2018-19, and a total of £85m across the full five years of the Business Plan. The following table shows the total level of savings necessary for each of the next five years, the amount of savings attributed from identified savings and the residual gap for which saving or income has still to be found.:

Service Block	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000	2022-23 £'000
Total Saving Requirement	37,169	23,614	14,221	3,862	5,951
Identified Savings	-25,433	-3,961	-2,304	-581	-278
Identified additional Income Generation	-6,196	-1,712	542	-201	-13
Residual Savings to be identified	5,540	17,941	12,459	3,080	5,660

- 3.2 As the table above shows there is still a significant level of savings or income to be found in order to produce a balanced budget for 2018-19. While actions are being taken to close the funding gap, as detailed below, it must be acknowledged that the proposals already identified are those with the lower risk and impact profiles and the further options being considered are those considered less certain, or with greater impact.
- 3.3 The actions currently being undertaken to close the gap are:
- Reviewing all the existing proposals to identify any which could be pushed further – in particular where additional investment could unlock additional savings
 - Identifying whether any longer-term savings can be brought forward

- Reviewing the full list of in-year and 2018-19 pressures – developing mitigation plans wherever possible to reduce the impact of pressures on the savings requirement
 - Bringing more ideas into the pipeline – this work will continue to be led across service areas - recognising that it is the responsibility of all areas of the Council to keep generating new proposals which help meet this challenge. This ongoing focus on finding new ways of working includes the new programme of 'outcomes focused reviews' which have been commissioned in priority areas; this means looking in-depth at services where it is considered further savings or opportunities for creating additional income may be possible
- 3.4 There are also a number of risks which are not included in the numbers above, or accompanying tables. These will be incorporated (as required) as the Business Plan is developed and the figures can be confirmed:
- While the Business Plan includes a pressure relating to the increase in the National Living Wage, the phasing of this increase has not been confirmed. Once this is known the pressure will be updated to reflect this.
 - The result of schools funding reforms, in particular the control of the Dedicated Schools Grant shifting further toward individual schools, is still under discussion and the significant current pressure will be updated as the outcome of this discussion becomes clear.
 - Movement in current year pressures – Work is ongoing to manage our in-year pressures downwards however any change to the out-turn position of the Council will impact the savings requirement in 2018-19. This is particularly relevant to demand led budgets such as children in care.
 - Due to the level of reduction in Government grants in later years the Council did not take the multi-year settlement offered as part of the 2015 Spending Review. As such there is some uncertainty around the accuracy of our funding assumptions which will become clearer after the Government's Autumn Budget is announced on November 22nd and the Local Government Finance settlement due in mid-December.
- 3.5 In some cases services have planned to increase income to prevent a reduction in service delivery. For the purpose of balancing the budget these two approaches have the same effect and are treated in the same way.
- 3.6 This report forms part of the process set out in the Medium Term Financial Strategy whereby the Council updates, alters and refines its revenue and capital proposals in line with new savings targets. New proposals are developed across Council to meet any additional savings requirement and all existing schemes are reviewed and updated before being presented to service committees for further review during December.
- 3.7 The level of savings required is based on a 2% increase in Council Tax, through levying the Adults Social Care precept in, but a 0% general Council Tax increase. It should be noted that the Government has only confirmed that ASC precept will be available up to and including 2019-20. For each 1% more or less that Council Tax is changed, the level of savings required will change by approximately +/-£2.5m.

- 3.8 There is currently a limit on the increase of Council Tax to 1.99%, above which approval must be sought from residents through a positive vote in a local referendum. It is estimated that the cost of holding such a referendum would be around £100k, rising to as much as £500k should the public reject the proposed tax increase (as new bills would need to be issued).
- 3.9 Following October and December service committees, GPC will review the overall programme in December, before recommending the programme in January as part of the overarching Business Plan for Full Council to consider in February.

4. OVERVIEW OF ECONOMY TRANSPORT AND ENVIRONMENT DRAFT REVENUE PROGRAMME

- 4.1 ETE, as the focus for the Council's place based work, provides a very wide and diverse range of services to the people and businesses of Cambridgeshire. Much of what is provided by the Directorate is experienced by residents on a daily basis.
- 4.2 A broad overview of the services provided by the Directorate includes highway maintenance and improvement, the delivery of all major transport infrastructure schemes, the management of a series of major contracts such as highways, waste and street lighting, tackling rogue and other illegal trading and providing business advice, delivery of non-commercial superfast broadband services, waste disposal, libraries and cultural services, planning, s106 negotiation, economic development, floods and water management, development of transport policy, funding bids, cycling, commissioning of community transport, operation of the Busway and the park and ride sites, and management of home to school, special needs and adults transport.
- 4.3 Over the past few years the actual amount of work within the Directorate has increased due to the particular nature of the services we provide. For example, programmes such as the Cycle City Ambition Grant have added to workload, as has the additional activity through the Council's £90m investment in highway maintenance.
- 4.4 As noted above, transformation of the way we do things has been the main focus in developing new savings proposals for the new financial year. There are also a series of savings proposals that are already identified in the business plan and are due to be made in 2018/19
- 4.5 The full table of proposals can be found at Appendix 1 and the associated Business Cases and Community Impact Assessments (CIA's) are contained in Appendix 2 in draft form and these will be updated as the savings proposals develop.
- 4.6 Given the level of savings required by the Council as a whole for 2018/19, Appendix 1 contains all current and new proposals that are considered achievable. Members are asked to consider and comment on that list. Members should bear in mind that any savings removed will increase the pressure on the Council as a whole. Therefore, thought should also be given to what could replace removed savings.

5. NEXT STEPS

December	Service Committees will review draft proposals again, for recommendation to General Purposes Committee
December	General Purposes Committee will consider the whole draft Business Plan for the first time
January	General Purposes Committee will review the whole draft Business Plan for recommendation to Full Council
February	Full Council will consider the draft Business Plan

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

Many of the services delivered by ETE are used by our residents on a daily basis and are vital in maintaining and developing the local economy. Well maintained roads and local public transport services where commercial companies can't provide buses are but two of the key elements of the work of ETE. If these current or transformed versions of these services are not available there will be a significant impact on our communities.

6.2 Helping people live healthy and independent lives

See wording under 6.1 above.

6.3 Supporting and protecting vulnerable people

See wording under 6.1 above.

7. SIGNIFICANT IMPLICATIONS

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

- Resource Implications – All implications are detailed in the Business Cases and CIAs at Appendix 2
- Procurement/Contractual/ Council Contract Procedure Rules – All implications are detailed in the Business Cases and CIAs at Appendix 2
- Statutory, Legal and Risk – All implications are detailed in the Business Cases CIAs at Appendix 2
- Equality and Diversity – All implications are detailed in the Business Cases and CIAs at Appendix 2
- Engagement and Communications - All implications are detailed in the Business Cases and CIAs at Appendix 2
- Localism and Local Member Involvement – Members have been involved in the business planning process and attended a joint Committee members workshop in September
- Public Health – All implications are detailed in the Business Cases and CIAs at Appendix 2. Public Health colleagues are involved in discussions regarding the implications

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Tess Campbell

Source Documents	Location
Strategic Framework	<a href="https://cmis.cambri
dgeshire.gov.uk/cc
c_live/Meetings/tab
id/70/ctl/ViewMeeti
ngPublic/mid/397/
Meeting/182/Comm
ittee/2/Default.aspx">https://cmis.cambri dgeshire.gov.uk/cc c_live/Meetings/tab id/70/ctl/ViewMeeti ngPublic/mid/397/ Meeting/182/Comm ittee/2/Default.aspx

Section 4 - B: Economy, Transport and Environment Services

October Committee

Table 3: Revenue - Overview

Budget Period: 2018-19 to 2022-23

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	2022-23 £000	Description	Committee
1	OPENING GROSS EXPENDITURE	86,519	89,096	89,079	89,896	91,950		
B/R.1.001	Base adjustments	-	-	-	-	-	- Adjustment for permanent changes to base budget from decisions made in 2017-18.	E&E, H&CI
1.999	REVISED OPENING GROSS EXPENDITURE	86,519	89,096	89,079	89,896	91,950		
2	INFLATION							
B/R.2.001	Inflation	1,942	2,185	1,820	1,827	1,798	Some County Council services have higher rates of inflation than the national level. For example, this is due to factors such as increasing oil costs that feed through into services like road repairs. This overall figure comes from an assessment of likely inflation in all ETE services.	E&E, H&CI
2.999	Subtotal Inflation	1,942	2,185	1,820	1,827	1,798		
3	DEMOGRAPHY AND DEMAND							
B/R.3.004	Coroner Service	12	12	12	12	13	Extra costs associated with an increasing population and a higher number of deaths.	H&CI
B/R.3.007	Waste Disposal	257	253	255	253	258	Extra cost of landfilling additional waste produced by an increasing population.	H&CI
3.999	Subtotal Demography and Demand	269	265	267	265	271		
4	PRESSURES							
B/R.4.005	Libraries to serve new developments	-	-	49	-	-	- Cost of running the Eddington Library in North West Cambridge to serve the new community.	H&CI
B/R.4.007	Professional and Management Pay Structure	9	-	-	-	-	- Final stage of implementing new management pay structure.	E&E, H&CI
B/R.4.008	Impact of National Living Wage (NLW) on CCC Employee Costs	2	4	14	14	-	- The extra cost of the National Living Wage on directly employed CCC staff.	E&E, H&CI
B/R.4.009	Cambridgeshire and Peterborough Minerals and Waste Local Plan	108	-	-54	-54	-	- Work has commenced on a new Minerals and Waste Plan with Peterborough City Council. The plan requires to be updated to minimise the risk of future challenge from developers.	E&E
B/R.4.010	Waste Disposal	1,175	-	-	-	-	- Historical pressure reflecting the performance levels of the Mechanical Biological Treatment (MBT) Plant, to re-base the budget to current performance levels.	H&CI
B/R.4.011	Archives Centre	-	78	-	-	-	- Funding towards the running costs of the new Archives Centre at Ely.	H&CI

Section 4 - B: Economy, Transport and Environment Services

October Committee

Table 3: Revenue - Overview

Budget Period: 2018-19 to 2022-23

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	2022-23 £000	Description	Committee
B/R.4.012	Norwich Tech Partnership Contribution	25	-	-	-	-	- The contribution to the Norwich Cambridge Tech Corridor group. The group aims to increase infrastructure investment and thus economic growth in the corridor.	E&E
B/R.4.013	Guided Busway Defects	1,100	200	-1,300	-	-	- The Council is in dispute with the contractor over defects in the busway construction. This is to fund repairs to defects and legal costs in support of the Council's legal action against the Contractor. The Council expects to recover these costs.	E&E
B/R.4.014	Coroner Service	95	-	-	-	-	- Long term increase in deaths and the impact this has had on operational costs has not previously been reflected in the base budget.	H&CI
B/R.4.015	Removal of Park and Ride Parking Charges	1,200	-	-	-	-	- Removal of Park and Ride parking charges to be funded partly by partners plus the utilisation of bus lane enforcement income and on-street parking income.	H&CI
4.999	Subtotal Pressures	3,714	282	-1,291	-40	-		
5	INVESTMENTS							
B/R.5.103	Renegotiation of the Waste PFI contract	80	240	-	-	-	- Transformation Fund investment to achieve the saving in proposal B/R.6.302.	H&CI
5.999	Subtotal Investments	80	240	-	-	-		
6	SAVINGS							
	E&E							
B/R.6.104	Partner's Contribution to Removing Park and Ride Charges	-600	-	-	-	-	- We plan to remove charges to the public for parking at park and ride sites. In order to deliver this we have agreed additional contributions from our partners which will replace half the lost income from the charges previously in place	E&E
B/R.6.105	Ongoing Concessionary Fares Underspend	-400	-	-	-	-	- Due to changes in legislation and the increasing pension age, fewer people are eligible for concessionary bus fares - creating a reduced budget requirement in this area.	E&E
	H&CI							
B/R.6.207	Highways Service Transformation	-500	-	-	-	-	- Significant savings will be made by the new Highways contract, which started in July 2017, from further integration with our contractor and new ways of working.	H&CI
B/R.6.208	Library Service Transformation	-230	-	-	-	-	- Changes to make the service financially sustainable and allow reinvestment in the book fund, including income generation and service redesign.	H&CI

Section 4 - B: Economy, Transport and Environment Services

October Committee

Table 3: Revenue - Overview

Budget Period: 2018-19 to 2022-23

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	2022-23 £000	Description	Committee
B/R.6.209	Reinvestment in Library book fund	230	-	-	-	-	Reinvestment in the book fund following reductions made in 2017-18.	H&CI
B/R.6.213	Move to full cost recovery for non-statutory highway works	-100	-	-	-	-	Recharging the cost of officer time, not just the actual cost of work, for privately funded or part privately funded highway works.	H&CI
B/R.6.214	Street Lighting - contract synergies	-98	11	21	2	4	Annual saving from joint contract drafting with partners. This will not lead to any reduction in street lighting provision.	H&CI
B/R.6.216	Street Lighting - conversion to LED	-95	-	-	-	-	Saving on energy costs by introducing more energy efficient LED lights where there is a business case to do so.	H&CI
B/R.6.217	Redistribution of parking income	-500	-	-	-	-	Use a greater proportion of on-street parking income to fund highways and transport works as allowed by current legislation.	H&CI
B/R.6.218	Contract Savings on Signals	-100	-	-	-	-	Savings from a new contract for signals on the highway, which came into force in 2017, from retendering and energy efficiency.	H&CI
B/R.6.219	Consumer information and advice	-15	-	-	-	-	Trading Standards now have an alternative contract in place for the delivery of consumer information and advice. Previous arrangements are no longer needed.	H&CI
B/R.6.220	Relocation of Huntingdon Registration Office	-20	-	-	-	-	By moving Huntingdon registration office into the library we can make efficiencies and savings by sharing staff and space.	H&CI
B/R.6.302	Renegotiation of the Waste PFI contract.	-1,000	-3,000	-	-	-	Major contract re-negotiation to achieve savings.	H&CI
6.999	Subtotal Savings	-3,428	-2,989	21	2	4		
	TOTAL GROSS EXPENDITURE	89,096	89,079	89,896	91,950	94,023		
7	FEES, CHARGES & RING-FENCED GRANTS							
B/R.7.001	Previous year's fees, charges & ring-fenced grants	-47,837	-48,302	-49,274	-49,966	-50,660	Previous year's fees and charges for the provision of services and ring-fenced grant funding rolled forward.	E&E, H&CI
B/R.7.002	Fees and charges inflation	-12	-12	-12	-12	-12	Additional income for increases to fees and charges in line with inflation, not including the effect of the Combined Authority Levy.	E&E, H&CI
B/R.7.004	Inflation on Levy charged to the Combined Authority	-980	-1,113	-680	-682	-645	Inflation of the Combined Authority Levy - this is matched to the inflation in ETE expenditure for which the Combined Authority are billed.	E&E, H&CI
B/R.7.005	Reduction in Levy charged to Combined Authority	1,327	-	-	-	-	Budgeted income for services provided by the Council on behalf of the Combined Authority.	E&E, H&CI
B/R.7.118	Changes to fees & charges Increase on-street parking fees	-200	-	-	-	-	It is proposed to increase on-street parking fees to encourage visitors to Cambridge to use alternatives such as Park and Ride - the projected income will also therefore increase.	H&CI

Section 4 - B: Economy, Transport and Environment Services

October Committee

Table 3: Revenue - Overview

Budget Period: 2018-19 to 2022-23

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	2022-23 £000	Description	Committee
B/R.7.119	Improved Bus Lane Enforcement	-400	-	-	-	-	- We are installing more cameras to do more bus lane enforcement to keep traffic moving on our roads. Where people are caught driving in bus lanes we will enforce penalties.	H&CI
B/R.7.120	Highways Development Management - increase income forecast	-200	-	-	-	-	- Increased income from charges made to developers making applications. In previous years we have over achieved on our income forecast so this represents a more ambitious forecast.	E&E
B/R.7.202	Changes to ring-fenced grants Change in Public Health Grant	-	153	-	-	-	- Change in ring-fenced Public Health grant to reflect change of function and treatment as a corporate grant from 2019-20 due to removal of ring-fence.	E&E, H&CI
7.999	Subtotal Fees, Charges & Ring-fenced Grants	-48,302	-49,274	-49,966	-50,660	-51,317		
	TOTAL NET EXPENDITURE	40,794	39,805	39,930	41,290	42,706		

FUNDING SOURCES								
8	FUNDING OF GROSS EXPENDITURE							
B/R.8.001	Budget Allocation	-40,794	-39,805	-39,930	-41,290	-42,706	Net spend funded from general grants, business rates and Council Tax.	E&E, H&CI
B/R.8.002	Public Health Grant	-153	-	-	-	-	- Funding transferred to Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team.	E&E, H&CI
B/R.8.003	Fees & Charges	-39,078	-40,203	-40,895	-41,589	-42,246	Fees and charges for the provision of services.	E&E, H&CI
B/R.8.004	PFI Grant - Street Lighting	-3,944	-3,944	-3,944	-3,944	-3,944	PFI Grant from DfT for the life of the project.	H&CI
B/R.8.005	PFI Grant - Waste	-2,691	-2,691	-2,691	-2,691	-2,691	PFI Grant from DEFRA for the life of the project.	H&CI
B/R.8.010	Adult Learning & Skills Grants	-2,080	-2,080	-2,080	-2,080	-2,080	External grant funding for Adult Learning & Skills.	E&E
B/R.8.012	National Careers grant funding	-356	-356	-356	-356	-356	Funding for National Careers.	E&E
8.999	TOTAL FUNDING OF GROSS EXPENDITURE	-89,096	-89,079	-89,896	-91,950	-94,023		

Business Case

ETE BP - Highways Service Transformation (B/R.6.207)

Project Overview

Project Title	ETE BP - Highways Service Transformation (B/R.6.207)		
Saving	£500,000	Business Planning Reference	(B/R.6.207)
Business Planning Brief Description	Significant savings will be made as part of the new Highways contract, which started in July 2017, from further integration with our contractor and new ways of working.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management & Operations		

Project Approach

Background

Why do we need to undertake this project?

The Council wished to develop an integrated partnership with our suppliers, and this is at the core of the new Highways Services Contract. Our new highways integrated partnership with Skanska has the flexibility to evolve over the life of the contract to reflect Cambridgeshire's emerging changing need. This will enable financial savings to be achieved through integrated teams, breaking down traditional client/provider boundaries, which may have inhibited change previously. Our previous Highways contract had come to an end and we were required to undertake a competitive procurement process as part of this.

What would happen if we did not complete this project?

Approach

Aims / Objectives

The Council aims to ensure that this integrated partnership approach with Skanska will be established from the very start of the contract and will mature over the life of the Contract.

This will enable financial savings to be achieved through integrated teams, breaking down traditional client/provider boundaries, which may have inhibited change previously, through a cultural change process. Also the business model will be enhanced by Service Improvement Plans and Benefit Cards and suggestions, offered during the procurement process.

To enable maximum benefits of a successful long term strategic partnership, an initial contract term of ten years has been selected with an option to extend for a further five years. However a contract reduction mechanism is also available that could potentially reduce the contract term as a result of poor performance.

Project Overview - What are we doing

This is the revenue element of the £2.2m savings sought in year two of the new highway contract. 10 of the 44 benefit cards relate to measures to achieve savings for 18/19 (a mix of revenue and capital).

The revenue savings will come from a combination of: re-structuring in conjunction with Skanska and Peterborough City Council; increased use of the Dragon Patcher; capitalising revenue; integrated programming and planning; driving collaboration through operational excellence and the use of a volume based discount mechanism within the new contract.

What assumptions have you made?

That the level of financial savings will be achieved through a more integrated approach

What constraints does the project face?

Delivery Options

Has an options and feasibility study been undertaken?

At present, it is envisaged that savings will be achieved by:

- Negotiating better value from the contract that commenced on 1st July 2017
- Integration of staff / shared management between the authority and the provider
- More efficient processes through closer partnership working between the authority and the provider
- Efficiencies realised through using the Highways Asset Management Plan (HIAMP)
- Use of new technologies and processes (including shared IT) Further ideas that emerge through the service improvement plans and benefit cards offered as part of the Highway service Contract 2017

Scope / Interdependencies

Scope

What is within scope?

- It is anticipated that the services may evolve throughout the lifetime of the contract.
- The following services are within the scope of the post 2017 Highway Services Contract:
- Design of highways maintenance and improvements for schemes up to design and construction value
- Construction of highways maintenance and improvements for schemes design and construction value
- Structures: provision, improvement and maintenance
- Materials testing and laboratory services
- Consultancy such as studies, feasibility assessment, checking and certification
- Supervision and management of work by others
- Routine maintenance activities including but not limited to drainage cleansing, grass cutting and other horticultural and arboricultural maintenance
- Surveys and traffic counts
- General management and IT systems
- Improvement and maintenance work to existing highways depots and design and works associated with future relocation, rationalisation or new provision
- Bridges management, inspection
- Highways safety inspections
- Highways Development Management
- Rights of Way
- Maintenance of highways asset records
- Road safety education and engineering
- Transport Strategy Development
- Provision of an Integrated Network Management Centre
- Highways condition surveys
- Flood and water management and drainage approvals
- Co-location at Vantage House, the new Highways HQ

What is outside of scope?

Project Dependencies

None identified

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

None identified

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

Road users across Cambridgeshire and county partners involved in delivering new infrastructure on the highway network.
--

What positive impacts are anticipated from this proposal?
--

- | |
|--|
| <ul style="list-style-type: none">• A more closely aligned and integrated highway service.• Increased efficiencies.• Improved customer service.• Improved quality of work.• Increased value for money.• A safe and efficient highway network. |
|--|

What negative impacts are anticipated from this proposal?
--

In theory there should not be any negative impacts, however any new contract requires a bedding in period.
--

Are there other impacts which are more neutral?
--

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

None identified

Business Case

ETE BP - Library Service Transformation (B/R.6.208)

Project Overview

Project Title	ETE BP - Library Service Transformation (B/R.6.208)		
Saving	£230,000	Business Planning Reference	(B/R.6.208)
Business Planning Brief Description	Changes to make the service financially sustainable and allow reinvestment in the book fund, including income generation and service redesign.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management & Operations		

Project Approach

Background

Why do we need to undertake this project?

Drivers for transforming the library service in Cambridgeshire include:

- Savings of £230,000 in the 2018/19 business plan
- DCMS guidance, as set out in 'Libraries Deliver: Ambition for Public Libraries in England 2016-2021'
- Improving outcomes for library users and all citizens across Cambridgeshire, including vulnerable groups
- To create a service that is both excellent and as self-sustaining as possible

This Transformation Programme, running from May 2017-May 2018, will initially set out to define the future of Cambridgeshire's Library Service and how it supports the Council's priorities, meets the needs of our citizens, and offers an attractive service to its users.

Alongside developing a clear vision for the future, this programme will explore the ways in which short-term savings and longer-term financial sustainability can be achieved. These options and subsequent proposals will be explored in collaboration with library staff, users and the wider community.

What would happen if we did not complete this project?

Failure to undertake a successful transformation of Cambridgeshire's Library Service may result in reductions in service provision to meet financial requirements.

Approach

Aims / Objectives

The aims of this Transformation Programme is to create a service that is both excellent and as self-sustaining as possible.

Project Overview - What are we doing

There are a number of workstreams which form the Libraries Transformation Programme. These are:

- Engagement and Consultation
- Needs Analysis
- Library Service Function
- Commissioning and Income Generation
- Technology
- Alternative Delivery Models
- Shared Assets
- Mobile Library Service Review

In August 2017, we began a process of engagement with library users and stakeholders to discuss how we can achieve ongoing financial sustainability while continuing to deliver a service that meets the needs of its users and the community. Subject to the outcome of the engagement process, a set of proposals will be shared with the Highways and Community Infrastructure Committee in early December. That will confirm whether a decision is required regarding a public consultation in early 2018 or not.

What assumptions have you made?

None identified

What constraints does the project face?

None identified

Delivery Options

Has an options and feasibility study been undertaken?

The Mobile Library Service Review is considering the following options:

- No change.
- Reduce Provision.
- Income Generation
- Alternative Delivery

The Income Generation workstream is considering a range of options, with the likelihood that a mixed portfolio approach will be recommended:

- Public Sector Service Contracts
- Private Sector Service Contracts
- Direct Trading
- Charged-For Services
- ICT Services
- Philanthropy

A range of options is also being considered for the implementation of Automatic Library Opening systems.

Scope / Interdependencies

Scope

What is within scope?

The County Council has a statutory duty to "provide a 'comprehensive and efficient' library service for all people working, living, or studying full-time in the area who want to make use of it". This Transformation Programme covers the Library Service as a whole.

What is outside of scope?

At this stage, closures of static libraries are not being considered.

Project Dependencies

None identified

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

Title

Increased community leadership of libraries

Increased offer for library users

Library service contributing to corporate priorities

Risks
Title
Savings Target Increases
Automated Library Access System Implementation over budget and not delivered on time
Lack of capacity within CCC
Leaked negative news/comms
Lack of engagement
Transformation Programme does not deliver
Conflicts in income generation opportunities
Savings are prioritised
Limitations on the ability to generate income

Project Impact
Community Impact Assessment
Who will be affected by this proposal?
An assessment will be completed as part of the proposals put forward
What positive impacts are anticipated from this proposal?
What negative impacts are anticipated from this proposal?
Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics
Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Consumer information and advice (B/R.6.219)

Project Overview

Project Title	ETE BP - Consumer information and advice (B/R.6.219)		
Saving	£15,000	Business Planning Reference	B/R 6.219
Business Planning Brief Description	Trading Standards now have an alternative contract in place for the delivery of consumer information and advice. Previous arrangements are no longer needed.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management and Operations		

Project Approach

Background

Why do we need to undertake this project?

In 2008/9, the Trading Standards Service drew up SLAs with seven different organisations for the provision of information, advice and mediation services; three of these arrangements have already finished previously and, as such, only four remain with the following local charities:

- Cambridge Family Mediation Service - £4,980 p.a. (£10,610)
- Cambridge Ethnic Community Forum (CHESS) - £1,370 p.a. (£3,170)
- Disability Information Service Huntingdonshire (DISH) - £6,412 p.a. (£15,310)
- Citizens Advice Bureau (Cambridge and Rural) - £13,280 p.a. (£31,440)

Total cost = £26,042

Copies of the SLAs can be found in the documents section.

All of the grants have been reduced over the years (the original allocation is shown in brackets above) in line the council's legal requirement for a balanced budget and in recognition of the fact that the council has no statutory responsibility to provide consumer advice.

Moreover, the consumer landscape has recently changed as a result of Government policy. Most consumer advice and information is now provided by the Citizens Advice Consumer Helpline funded by Government. Consequently, the Trading Standards Service no longer requires these services from the remaining four organisations and it is proposed that the council phases out the provision of these grants over a two year period.

The current business plan proposal is to take a phased approach to the reductions with a £15k reduction in 2018/19 and the remainder of the grants removed in 2019/20.

What would happen if we did not complete this project?

The Trading Standards Service would not be able to meet this savings target 2018/19.

Approach

Aims / Objectives

The aim is to ensure that consumers in Cambridgeshire have access to free, independent advice on a range of issues. With the introduction of a Government funded Citizen Advice Consumer Helpline, there is less of a need locally for charities to provide this service as part of an SLA with Trading Standards which, in turn, can redirect funding to other areas of greater need as the council has no statutory duty to directly provide or commission consumer advice

Project Overview - What are we doing

We have undertaken a review of the existing Service Level Agreements (SLAs) with Cambridge Family Mediation Service, Cambridge

Ethnic Community Service, Disability Information Service Huntingdonshire and Citizen Advice Bureau (Cambridge and Rural) to establish the nature of the consumer advice, information and guidance which these charities provide under the terms and conditions of the agreement with Trading Standards. Copies of these SLAs can be found in the documents section.

The review has established that all four organisations are obliged to provide a range of consumer advice services relating to issues such as benefits, debt, education and training, housing, transport, mobility, access, medical, health and signposting to other partners in both the statutory and voluntary sector. Other than a copy of the annual reports, there are no specific records which show the number of individuals who have accessed consumer advice and guidance from 2008 - 2017. It is therefore not possible to evidence whether removing the Trading Standards community grant will have a direct impact on clients in Cambridgeshire in terms of their access to independent consumer advice and guidance.

However, acknowledging that removing an annual grant to a charity can have a negative impact on their financial sustainability, a review of their annual financial reports has also been undertaken. Copies of the financial reports can be found in the documents section.

As per the annual reports, the income of the organisations in question in financial year 2015/16 were as per below (accounts for 16/17 not yet available):

Cambridge Family Mediation Service (charity number 1041476) - £275,770 (up from £251,910 in 14/15).
The organisation is operating with a reserve of approx £76K.

Cambridge Ethnic Community Forum (charity number 04175678) - only required to submit abbreviated accounts due to size - £19,440 cash in bank and in hand (down from £19,584 in 14/15)

Disability Information Services Huntingdonshire (charity number 106172) - £45,900 (down from £55,251 in 14/15). The organisation declared an overspend of £5,961 in 15/16.

Citizen Advice Bureau Cambridge and Rural (charity number 1056102) - £803,244 (down from £960,575 in 14/15).
CAB are operating with a reserve of approx £786K

In view of the annual income figures highlighted above, the probability of putting the financial sustainability of the four charities at risk is assessed as low as the community grant provided by Trading Standards is not substantial. However, to ensure that organisations that support vulnerable and/or minority groups in Cambridgeshire continue to have access to grant funding, the council is now accepting applications to the Innovate and Cultivate Fund which support projects that would make savings for the council by offsetting revenue expenditure.

What assumptions have you made?

There is an assumption that by giving written notice of six months (as per the T&Cs of existing SLA) and by phasing out the community grants over a two year period, the organisations will have time to make appropriate operational decisions and seek alternative funding if required

What constraints does the project face?

With no records confirming the number of clients supported by the four charities via the council's annual community grant, it is not possible to accurately assess community impact

Delivery Options

Has an options and feasibility study been undertaken?

None identified

Scope / Interdependencies

Scope

What is within scope?

None identified

What is outside of scope?

None identified

Project Dependencies

None identified

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

Title

Lack of political support

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

Cambridge Family Mediation Service
Cambridge Ethnic Community Forum
Disability Information Service Huntingdonshire
Citizen Advice Bureau (Cambridge and Rural)

What positive impacts are anticipated from this proposal?

Awareness of the opportunity to access Innovate and Cultivate funding from Cambridgeshire County Council

What negative impacts are anticipated from this proposal?

Withdrawal of Trading Standards community grants will have a negative financial impact on the organisations in question

Are there other impacts which are more neutral?

No. However, the proposal is to phase out the community grants over a two year period in order to reduce the impact substantially and to give sufficient advance notification of the reduction/withdrawal.

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Some of the organisations support clients with protected characteristics due to the limited scope of their guidance and advice services. However, the removal of the community grants will not pose a substantial risk to the financial sustainability of these organisations and it is anticipated that they will continue to operate should this proposal be accepted

Business Case

ETE BP - Renegotiation of the Waste PFI contract (B/R.6.302)

Project Overview

Project Title	ETE BP - Renegotiation of the Waste PFI contract (B/R.6.302)		
Saving	£1,000,000	Business Planning Reference	(B/R.6.302)
Business Planning Brief Description	Transformation Fund investment to achieve the saving in proposal B/R.6.302		
Senior Responsible Officer	Graham Hughes Executive Director Environment and Community Services		

Project Approach

Background

Why do we need to undertake this project?

The Chief Executives of both Amey and Cambridgeshire County Council are committed to making savings from the contract. Terms of Reference have already been agreed for the negotiating group to freely share information, to be open minded and investigate all options, to work in partnership to fairly evaluate all options available in a timely manner, to be mindful of the original commitments to investors and DEFRA and seek their approval for the changes proposed. The negotiating group will meet periodically to identify changes that will deliver the savings required and report back to the Chief Executives of each organisation. Key decisions required by CCC, will be taken by the General Purposes Committee (GPC).

What would happen if we did not complete this project?

Approach

Aims / Objectives

Project Overview - What are we doing

What assumptions have you made?

Amey are willing to consider and negotiate, and look at everything in the contract. The fact that the current regulatory environment will stay the same for the remaining term of the contract, which is due to end in 2036, is therefore difficult to assume.

What constraints does the project face?

Delivery Options

Has an options and feasibility study been undertaken?

This contract is on a 27-year PFI so there are limited options. The base case is to do nothing and leave the contract as it is. This would result in continually escalating costs, due to changes in waste legislation, the expected continual increase of landfill tax as well as population growth and economic growth increasing the quantity of waste collected.

Beyond this, there are a range of options that include finding an off-taker for the existing product of the MBT, seeking changes in the

process within the MBT to produce more valuable outputs that can then be disposed of via an off-taker, reconsidering the whole operation of the MBT or substantial changes to the structure of the contract with Amey.

There is the option to terminate the contract however there are high costs associated as we will be liable for all unpaid costs for the infrastructure.

Each of these options carries different savings profiles and risks and at this stage, it is proposed that no options be closed down and that the option that ultimately delivers the maximum savings for Cambridgeshire is adopted. More work is required to conclude on what option that is and that work will be steered by GPC.

Scope / Interdependencies

Scope

What is within scope?

Everything in terms of the contract is in scope, including re-financing, changes to processing methods, all types of waste, reducing the services provided under the contract and the nature of the relationship with Amey. A high-level negotiating group has been set up with senior representatives from both organisations, including the CCC Chief Finance Officer. The negotiating group will be responsible for identifying the changes required to deliver the savings required and confirming the scope in future.

What is outside of scope?

None identified

Project Dependencies

None identified

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

Title
Changes in regulatory environment.
Financing risk
Inertia risk- for example if Amey are not co-operative
There are a number of parties behind the PFI, such as lenders and DEFRA, so there is a risk that they will not agree
Reputational risk.
Changes in the exchange rate, following the EU referendum

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

No impacts identified

What positive impacts are anticipated from this proposal?

What negative impacts are anticipated from this proposal?

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

B/R.7.120 Highways Development Management - increase income forecast

Project Overview

Project Title	B/R.7.120 Highways Development Management - increase income forecast		
Saving	£200,000	Business Planning Reference	B/R.7.120
Business Planning Brief Description	Increased income from charges made to developers seeking highway agreements. In previous years we have over achieved on our income forecast so this represents a more realistic forecast.		
Senior Responsible Officer	Bob Menzies - Service Director: Strategy and Development		

Project Approach

Background

Why do we need to undertake this project?

Due to a large amount of growth, a more realistic forecast has been made on the income that can be achieved due to an increase in service delivery.

What would happen if we did not complete this project?

Approach

Aims / Objectives

There is no change in service delivery, but instead due to the large amount of growth a more realistic forecast of income has been identified.

Project Overview - What are we doing

N/A

What assumptions have you made?

N/A

What constraints does the project face?

N/A

Delivery Options

Has an options and feasibility study been undertaken?

N/A

Scope / Interdependencies

Scope

What is within scope?

N/A

What is outside of scope?

Page 173 of 210

N/A

Project Dependencies

N/A

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

N/A

Risks

N/A

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

There will be no impact on the community as the service offer is not changing as a result of this proposal.

What positive impacts are anticipated from this proposal?

What negative impacts are anticipated from this proposal?

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Ongoing Concessionary Fares Underspend (B/R.6.105)

Project Overview

Project Title	ETE BP - Ongoing Concessionary Fares Underspend (B/R.6.105)		
Saving	£400,000	Business Planning Reference	BR 6.105
Business Planning Brief Description	Due to changes in legislation and the increasing pension age, fewer people are eligible for concessionary bus fares - creating a reduced budget requirement in this area.		
Senior Responsible Officer	Bob Menzies - Service Director: Strategy and Development		

Project Approach

Background

Why do we need to undertake this project?

As per the Transport Act 2000, there are two types of concessionary bus fares – statutory concessions (i.e. those which local authorities must provide in accordance with national legislation) and non-statutory, discretionary concessions (i.e. those which local authorities can provide from their own funds if they so wish).

The basic statutory concession in England provides for free bus travel for older and disabled people during off-peak times. The eligible age for the concession is rising to 66 by October 2020 and currently stands at around 62.5. The change in eligibility criteria means a reduction in numbers of pensioners applying for concessionary bus passes which, in turn, reduces the pressure on the council's concessionary fare budget.

The Passenger Transport Service is monitoring bus journeys and applications for concessionary bus passes. Records show that there were 106,157 passes in circulation in 2015 and there are currently 85,394. However, as the team has recently had a change in the software used for data collection, these figures may not be 100% accurate. Nevertheless, they confirm the anticipated drop in application numbers.

At the end of 2015/16, the concessionary fare budget closed with an underspend of around £300K. As this was the first time for this to have happened, no changes were made to the budget at the time but as the same underspend was observed in 2016/17, it appears to be a new pattern of spend. On this basis, a £300K savings figure was agreed for 2017/18 and it is proposed to increase this amount to £400K for 2018/19 as numbers are still reducing.

No policy change is proposed and this initiative will have no adverse impact on customer's access to free bus journeys. Concessionary bus passes will continue to be provided to those who meet the eligibility criteria.

The council will continue to monitor usage and applications made for concessionary bus passes in order that the future budget can be amended in the event that the trend reverses over the coming year.

What would happen if we did not complete this project?

The underspend would remain in the concessionary fare budget rather than be used to offset the waste budget

Approach

Aims / Objectives

To adjust the concessionary fare budget to align with current predicted underspend of £400K

Project Overview - What are we doing

The Passenger Transport Service is managing the budget related to concessionary bus fares and as expenditure is demand-led, the service has for a number of years been monitoring customer journeys and applications for concessionary bus passes for those

passengers who meet the eligibility criteria.

As per the updated Transport Act 2000, the eligibility criteria has been amended so that the age related criteria is changed in line with pensionable age and the council consequently has fewer customers who are eligible for a concessionary bus pass.

As a result, there is currently an underspend on concessionary fare budget of £400K and, in line with last year's decision, it is proposed that this underspend is diverted to the waste management budget.

What assumptions have you made?

It is assumed that the current downward trend in application numbers for concessionary bus passes will continue

What constraints does the project face?

The service is demand led and it is difficult to accurately predict customer behaviour and take-up

Delivery Options

Has an options and feasibility study been undertaken?

N/A

Scope / Interdependencies

Scope

What is within scope?

None identified

What is outside of scope?

None identified

Project Dependencies

None identified

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

Title

Inaccurate prediction of service demand

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

As no policy change is proposed as part of this initiative, there are no adverse impact on customers or communities

What positive impacts are anticipated from this proposal?

What negative impacts are anticipated from this proposal?

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Move to full cost recovery for non-statutory highway works (B/R.6.213)

Project Overview

Project Title	ETE BP - Move to full cost recovery for non-statutory highway works (B/R.6.213)		
Saving	£100,000	Business Planning Reference	B/R.6.213
Business Planning Brief Description	Recharging the cost of officer time, not just the actual cost of work, for privately funded or part privately funded highway works		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management & Operations		

Project Approach

Background

Why do we need to undertake this project?

Currently non-statutory privately funded and third party highway works do not cover their full cost, specifically the cost of officer time. The team want to introduce a time recording system and new processes for costing and charging for schemes from the public and third parties such as parishes. The time recording system will also give greater transparency regarding the actual cost of schemes and will enable an accurate quote for work to be provided in advance of a scheme starting. In addition to costs being fully recovered, a stronger understanding of how officer time is spent will support managers in allocating resources and setting service objectives, as well as managing expectations with Members and the public more effectively.

What would happen if we did not complete this project?

The service could not accurately track, monitor and charge for these non-statutory schemes.

Approach

Aims / Objectives

- To be able to accurately cost and charge for non-statutory privately funded highway works
- To have a stronger understanding of how officer time is spent in order to support managers in allocating resources and setting service objectives
- To increase transparency with regards to the actual cost of schemes
- To be able to provide an accurate quote for work in advance of it starting
- To be able to manage expectations regarding delivery of the work with applicants.

Project Overview - What are we doing

We will need to work with ETE Committees and engage with all Members regarding this proposal. We will also need to engage with parishes as their costs will increase as a result of this proposal. The implementation of a time-recording system is vital to the success of this proposal and the commercialisation agenda across ETE, therefore early work to investigate the options for this is already underway. We will also need to train and educate staff regarding recording their time and the development of a commercial culture amongst staff will be required to ensure the success of the proposal.

What assumptions have you made?

- Ability to recruit staff to do this work/retain current staff
- That there is a market for a Local Authority to operate in this way.
- That an effective time recording system will be implemented.
- That applicants (Parishes) continue to submit applications for privately funded highway schemes despite the costs increasing.

What constraints does the project face?

- That the time recording system is set up and rolled out so that staff can start to use this system.
- The recruitment and retention of a viable resource pool to deliver schemes.

Delivery Options

Has an options and feasibility study been undertaken?

Do nothing. This would not achieve any savings or other benefits.

2. We could outsource all of the works under the new Highways contract and stipulate that CCC receives a share of the income. A private sector provider could market and generate more income, but we would lose a high degree of Member input and income.
3. CCC could create its own trading arm; a formal consultancy. This could include MID and would generate more income due to the size of the schemes involved. However, a new 10 year highway services contract has recently commenced. Therefore the option now is to look for greater integration with Skanska.
4. We could combine with other neighbouring authorities to work together and deliver this work. This would increase the resilience of the team and create centres of excellence. Work is underway to integrate with Peterborough City Council.
5. The proposed approach, which allows us to generate income to fully recover costs while retaining control and Member input.

Scope / Interdependencies

Scope

What is within scope?

The rollout and use of a time recording system will initially begin with the Highway Projects and Road Safety team and those teams / members of staff that support the delivery of privately funded local highway schemes (e.g. Policy and Regulation team, Asset Management Team, Traffic Signals team etc.).

There is also scope to include ongoing maintenance (commuted sums) following scheme delivery, this could provide a sustained and increased income, whilst reducing pressure on future maintenance budgets.

This proposal fits into the wider organisational agenda of fully recovering costs and commercialisation.

What is outside of scope?

N/A

Project Dependencies

Title

The time-recording system is a key dependency as it is not possible to go forward with this proposal before that is implemented.

There are also dependencies on partners, such as the contractor/service provider and their supply chain.

There are also links to regulation, as the work of the Policy and Regulation team is statutory.

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

Title

This is a competitive market, so there is a risk of potential customers choosing other providers.

Possible lack of Member support, as this will affect all of their patches.

Reputational risk

Culture change takes longer to embed than expected which means that income targets are not achieved.

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

The proposal will affect all those that wish to apply for privately funded or third party highway improvement schemes. County Council staff will have to change their mind set and approach to delivering these schemes, ensuring that time is recorded accurately in order to recover the full cost of schemes.

What positive impacts are anticipated from this proposal?

- Reduced pressure on already stretched budgets, therefore potential for the money to go further.
- Greater transparency regarding small scale highway improvement schemes.
- County staff becoming more commercially minded.
- Increased certainty that schemes will be delivered due to appropriate resource and better programme management.

What negative impacts are anticipated from this proposal?

- The cost of schemes to communities will increase.
- Poorer communities may not be able to fund highway improvements.
- Could lead to an increased divide between areas of the county.

Are there other impacts which are more neutral?

There are no neutral impacts.

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

The likelihood is that the cost of schemes will increase; therefore some of the more deprived communities may not be able to afford to pay for highway improvement schemes. However there are still other types of funding available through the local transport plan that will ensure the whole county benefits from highway improvements.

Business Case

ETE BP - Street Lighting - contract synergies (B/R.6.214)

Project Overview

Project Title	ETE BP - Street Lighting - contract synergies (B/R.6.214)		
Saving	£98,000	Business Planning Reference	B/R.6.214
Business Planning Brief Description	Annual saving from joint contract drafting with partners. This will not lead to any reduction in street lighting provision.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management & Operations		

Project Approach

Background

Why do we need to undertake this project?

It was agreed between Cambridgeshire County Council, Northamptonshire County Council, Balfour Beatty Living Places and Connect Roads that in the event that both Cambridgeshire and Northamptonshire entered into the Street Lighting PFI Contracts that they would benefit from project efficiencies and synergies. A £8m joint saving was offered, which could begin to be realised once both parties completed their Core Investment Programmes (CIP). From the completion of CIP onwards the savings can be taken monthly over the last twenty years of the PFI Contracts.

The Synergies money is made up of two parts:

- CIP Project savings - £2,407,698 (total over the lifetime of the Contract, not indexed)

- Operational savings - £1,667,961 (total over the lifetime of the Contract, not indexed)

CIP Project savings are created by a cheaper works price for the CIP than was set in the original Financial Model and Loan Facility Agreement, and therefore Connect Roads has drawn down less money than modelled and have not used the full Base Loan Facility.

However, the Base Loan Facility is fully swapped with a Hedge Fund and to realise the CIP Project savings the Authority is required to pay the partial hedge break costs for the savings amount and any other associated costs (other liabilities).

The Authority had two options with regards to the break costs:

- to pay the cost upfront, or; (Chosen)

- to pay over time by a reduction in the monthly saving

What would happen if we did not complete this project?

Approach

Aims / Objectives

Project Overview - What are we doing

What assumptions have you made?

It is considered that the net benefit to the Authority would be greater if the Authority pre-paid the break costs.

What constraints does the project face?

Delivery Options

Has an options and feasibility study been undertaken?

The Authority had two options with regards to the break costs:

; to pay the cost upfront, or;

l; to pay over time by a reduction in the monthly saving. It is considered that the net benefit to the Authority would be greater if the Authority pre-paid the break costs, i.e. it is anticipated that pre-paying the break costs would give a higher Net Present Value to the Authority than a reduction from the monthly savings.

Scope / Interdependencies

Scope

What is within scope?

N/A

What is outside of scope?

N/A

Project Dependencies

Title

The Street Lighting Synergies will contribute to the Corporate Services savings.

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

None identified

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

No impact on the general population or any specific groups

What positive impacts are anticipated from this proposal?

What negative impacts are anticipated from this proposal?

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP- Street Lighting - conversion to LED (B/R.6.216)

Project Overview

Project Title	ETE BP- Street Lighting - conversion to LED (B/R.6.216)		
Saving	£95,000	Business Planning Reference	B/R.6.216
Business Planning Brief Description	Saving on energy costs by introducing more energy efficient LED lights where there is a business case to do so.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management & Operations		

Project Approach

Background

Why do we need to undertake this project?

Energy savings on street lighting.

Accrued Lighting

CCC have identified at least 2675 'accrued lights' that could benefit from being upgraded to LEDs. These are lights from potentially older developments (with older, less efficient lighting solutions) that CCC have taken on responsibility for since the start of the PFI contract. As a result, these lights were not upgraded to the more efficient PFI lanterns during the Core Investment Programme.

Whilst we are currently waiting on updated figures from Balfour Beatty, early indicative costs are below:

Total replacement costs: £735,000

Potential Annual Energy Savings: £95,000 p.a

Payback period for investment: 7.4 years

The current payback period suggests this could be sensible for CCC to look into as part of an Invest-to-Save programme. We have requested Balfour Beatty to provide more accurate, updated figures that we can then put forward as part of a project proposal. However, CCC may not be able to get the same terms and conditions on these LED lanterns as we receive on the current PFI lanterns. As a result, CCC may need to account for some additional risk that it may need to take on towards the end of the PFI contract or pay for increased insurance/guarantees. This may make the payback period less favourable than it initially appears.

What would happen if we did not complete this project?

We would miss the opportunity to capture savings.

Approach

Aims / Objectives

To gain energy savings from LED implementation

Project Overview - What are we doing

The project is to upgrade c.2,700 older style lanterns to LEDs. These street lights were not upgraded as part of the Core Investment Programme as they did not form part of the original inventory. These lights have been accrued into the PFI since contract commencement, mostly from road adoptions.

What assumptions have you made?

LED lights are more energy efficient

What constraints does the project face?

Delivery Options

Has an options and feasibility study been undertaken?

N/A

Scope / Interdependencies

Scope

What is within scope?

Approximately 2,700 older style lanterns have been identified to be upgraded to LED lanterns.

What is outside of scope?

Project Dependencies

N/A

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

N/A

Risks

Title

Agreeing the terms of the change in the PFI contract

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

No significant impact on the general population or any specific groups.

What positive impacts are anticipated from this proposal?

What negative impacts are anticipated from this proposal?

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Redistribution of parking income (B/R.6.217)

Project Overview

Project Title	ETE BP - Redistribution of parking income (B/R.6.217)		
Saving	£500,000	Business Planning Reference	B/R.6.217
Business Planning Brief Description	Use a greater proportion of on-street parking income to fund highways and transport works as allowed by current legislation.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management and Operations		

Project Approach

Background

Why do we need to undertake this project?

Keeping the highway clear of snow and ice is a statutory duty for us, one which if not fulfilled, impacts on people's ability to access jobs and services they need. The costs of the service are significant and with overall revenue pressures, if alternative ways of funding some of the winter maintenance budget are not found, there may be pressures to reduce the service. This is therefore a means of protecting the overall service provision.

What would happen if we did not complete this project?

It would impact on the council's wider financial plan if winter operations continued to be fully funded by revenue or alternatively gritting routes would have to be cut and the County Council would be at risk of failing its statutory duty, as well as creating an environment that was detrimental to road safety.

Approach

Aims / Objectives

To utilise surplus of the on-street account to enable the County Council to carry out a statutory function (winter maintenance/operations).

Project Overview - What are we doing

Utilising surplus from the on-street parking account to cover the cost of undertaking winter gritting (of footways and carriageways) across Cambridge City and South Cambridgeshire. In turn this will free up significant revenue funding, helping to relieve pressure on the County Council's revenue position and assist the realisation of a balanced budget.

What assumptions have you made?

That the on-street account will continue to generate sufficient surplus in order to cover the cost of a proportion of the winter maintenance budget.

What constraints does the project face?

The ability to cover a proportion of the winter maintenance budget is constrained by the amount of surplus generated by the on-street account and the national legislation associated with use of the on-street account.

Delivery Options

Has an options and feasibility study been undertaken?

Scope / Interdependencies

Scope

What is within scope?

Winter operations for Cambridge City and South Cambridgeshire

What is outside of scope?

Winter operations in Huntingdonshire, Fenland & East Cambridgeshire

Project Dependencies

None identified

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

None identified

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

No-one is affected by this proposal if it goes ahead, residents, visitors and businesses are affected if gritting routes are reduced, as indeed with the County Council for not meeting its statutory duty.

What positive impacts are anticipated from this proposal?

Enables the Highway Authority to maintain current gritting levels and meet statutory duty.

What negative impacts are anticipated from this proposal?

On-street account surplus is not available for use on other transport & highway related items.

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Contract Savings on Signals (B/R.6.218)

Project Overview

Project Title	ETE BP - Contract Savings on Signals (B/R.6.218)		
Saving	£100,000	Business Planning Reference	B/R.6.218
Business Planning Brief Description	Savings from a new contract for signals on the highway, which came into force in 2017, from retendering and energy efficiency.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management and Operations		

Project Approach

Background

Why do we need to undertake this project?

Cambridgeshire County Council and Peterborough City Council had previously appointed a single contractor to maintain their Intelligent Transport Systems. Their contract was up for renewal following the 10 year agreement it went out to tender and as a result a new contract was agreed as of September 2016. The new contract established an efficient and effective route to deliver the maintenance of ITS and the delivery of new equipment, supporting existing investment programmes.

Section 41 of The Highways Act 1980 imposes a duty on the Highway Authority to maintain highways at public expense. Failure to maintain our traffic signal asset will be in breach of the act and put at great risk the safety of travelling public, including cyclists and pedestrians.

What would happen if we did not complete this project?

As the contract was coming to an end it was imperative that Cambridgeshire County Council found a new contractor that would ensure the maintenance of signals was maintained.

Approach

Aims / Objectives

To appoint a contractor that would enhance efficiencies whilst reducing procurement costs in appointing individual contractors for specialist work.

Project Overview - What are we doing

Cambridgeshire County Council acted as the lead authority on behalf of the other 5 authorities and LGSS Law and LGSS Procurement have supported this through the drafting of the contract and managing the procurement process. A considerable amount of support has been received from the partner authorities in the production of the specification, contract documents and evaluation of the submissions from bidders.

For each authority to deliver the service they enter into their own 'call-off' contract under the framework with the single supplier. Cambridgeshire's call-off period started 04/09/2016.

What assumptions have you made?

What constraints does the project face?

Delivery Options

Has an options and feasibility study been undertaken?

N/A

Scope / Interdependencies
Scope
What is within scope?
None Identified
What is outside of scope?
None identified

Project Dependencies
None identified

Cost and Savings
See accompanying financial report

Non Financial Benefits
Non Financial Benefits Summary
None identified

Risks
None Identified

Project Impact
Community Impact Assessment
Who will be affected by this proposal?
N/A
What positive impacts are anticipated from this proposal?
What negative impacts are anticipated from this proposal?
Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics
Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Improved Bus Lane enforcement (B/R 7.119)

Project Overview

Project Title	ETE BP - Improved Bus Lane enforcement (B/R 7.119)		
Saving	£400,000	Business Planning Reference	B/R.7.119
Business Planning Brief Description	We are installing more cameras to do more bus lane enforcement to keep traffic moving on our roads. Where people are caught driving in bus lanes we will enforce penalties.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management and Operations		

Project Approach

Background

Why do we need to undertake this project?

There are some areas with rising bollards which is out-dated technology and expensive to maintain therefore where possible this is being replaced with bus gate enforcement using automatic number plate recognition to enforce the restriction.

What would happen if we did not complete this project?

The ongoing costs would remain and traffic would continue to move down restricted roads and be unable to enforce.

Approach

Aims / Objectives

- Effective enforcement of restrictions on traffic movement

Project Overview - What are we doing

- Will need to advertise and consult on changes
- Change signage and streets
- Installing cameras
- Updating back office systems to ensure enforcement can take place
- Need to ensure there is back office capacity

What assumptions have you made?

- Drivers will continue to drive into restricted areas
- That the fines will be more than the cost to install

What constraints does the project face?

- Capacity of the back office to ensure enforcement can take place
- The proposed sites are more complicated than sites that have already been changed
- There is a strong dependency on #PR00196 ETE BP - Increase on street parking fees (B/R 7.118) and #PR00206 ETE BP - Removing Park & Ride charges through partnership contributions (B/R.6.104) which, between them, have an income target of £600K, i.e. the cost that CCC would need to fund in order to be able to remove P&R charges

Delivery Options

Has an options and feasibility study been undertaken?

N/A

Scope / Interdependencies

Scope

What is within scope?
None identified
What is outside of scope?
None identified

Project Dependencies
None identified

Cost and Savings
See accompanying financial report

Non Financial Benefits
Non Financial Benefits Summary
None identified

Risks
None identified

Project Impact
Community Impact Assessment
Who will be affected by this proposal?
- Drivers around Cambridge
What positive impacts are anticipated from this proposal?
- If effective, it will improve bus movement and prevent cars going into restricted areas
What negative impacts are anticipated from this proposal?
Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics
Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Increase on street parking fees (B/R.7.118)

Project Overview

Project Title	ETE BP - Increase on street parking fees (B/R.7.118)		
Saving	£200,000	Business Planning Reference	(B/R.7.118)
Business Planning Brief Description	It is proposed to increase on-street parking fees to encourage visitors to Cambridge to use alternatives such as Park and Ride - the projected income will also therefore increase		
Senior Responsible Officer	Graham Hughes, Executive Director Economy Transport and Environment		

Project Approach

Background

Why do we need to undertake this project?

It is in line with the overall objective of Greater Cambridge Partnership to tackle peak time congestion in Cambridge, on-street parking fees are being reviewed to promote modal shift to more sustainable methods of travel.

What would happen if we did not complete this project?

There would be little shift in the methods of transport that communities use and as a result continued challenges with peak time congestion.

Approach

Aims / Objectives

- To support the aims of Greater Cambridge Partnership in tackling congestion through Cambridge, through effective management of on-street parking.

Project Overview - What are we doing

- Will need to complete a legal order to increase the fees
- Will need to change the tariffs and signage on all machines
- The public will need to be informed of the changes

What assumptions have you made?

- The projected savings that will be made

What constraints does the project face?

- There are impending changes in central Government regarding implementing new parking charges that would require full public consultation. Currently, for minor tariff changes this isn't required therefore if central changes are made - this could delay the implementation.
- There is an upfront cost associated with the tariff changes, however it is anticipated this will be covered by the increased income.
- There is a strong dependency on #PR00198 ETE BP - Improved Bus Lane enforcement (B/R 7.119) and #PR00206 ETE BP - Removing Park & Ride charges through partnership contributions (B/R.6.104) which, between them, have an income target of £600K, i.e. the cost that CCC would need to fund in order to be able to remove P&R charges

Delivery Options

Has an options and feasibility study been undertaken?

N/A

Scope / Interdependencies

Scope

What is within scope?

None identified

What is outside of scope?

None identified

Project Dependencies

None identified

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

None identified

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

- People travelling in/around Cambridge
- Businesses if customers are using spaces

What positive impacts are anticipated from this proposal?

- Promotes a more sustainable method of travel and a reduction in congestion

What negative impacts are anticipated from this proposal?

- Implication of cost increase for users

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Relocation of Huntingdon Registration Office (B/R.6.220)

Project Overview

Project Title	ETE BP - Relocation of Huntingdon Registration Office (B/R.6.220)		
Saving	£20,000	Business Planning Reference	B/R.6.220
Business Planning Brief Description	By moving Huntingdon registration office into the library we can make efficiencies and savings by sharing staff and space.		
Senior Responsible Officer	Christine May, Interim Service Director: Infrastructure Management and Operations		

Project Approach

Background

Why do we need to undertake this project?

The reasons for undertaking this project are as follows:

- To make better use of Cambridgeshire County Council's building assets.
- To increase the number of people who go into the library.
- To increase access to wider CCC services.
- To increase opportunities for partnership working between the registration service and the library service.
- To allow the coroner service to make better use of the space in Lawrence Court.
- To facilitate interim arrangements for the coroner service in Lawrence court to allow remedial building works to take place

To make better use of Cambridgeshire County Council's building assets

Phase One

- To increase the available space in Lawrence Court for the coroner service
- To make space in Lawrence Court for the medical examiner service to move into
- To adapt the layout of the library to make space for the majority of the registration service
- To move the majority of the registration service into the library

(The registration service ceremony room and some storage will remain in Lawrence Court)

What would happen if we did not complete this project?

If we do not deliver this project we will miss an opportunity to make better use of building assets. We will also need to invest in more accommodation for the incoming Medical Examiner service.

Also this will prohibit the increased partnership working between the registration service and the library service in Huntingdon. This will also be a missed opportunity to increase use of Huntingdon library and associated benefits.

We will not be able to maximise the use of building space which will have a particularly negative impact on the coroner service. If the registration service remains in Lawrence Court then the coroner service will not be able to go ahead with plans to adapt the ceremony room and use more of the meeting rooms which would allow them to host jury inquests in the building. As a result they may have to continue paying to hire rooms for jury inquests, and will not have space for the future Medical Examiner service.

Approach

Aims / Objectives

The key objectives of this project are as follows:

- To move the majority of the registration service into the library (The registration service ceremony room and some storage will remain in Lawrence Court)
- To increase the available space in Lawrence Court for the coroner service and longer term to host the medical examiner service

Project Overview - What are we doing

Maximising the use of space.

What assumptions have you made?

Assumption that we need customer facing rooms for the registration service.

What constraints does the project face?

Delivery Options

Has an options and feasibility study been undertaken?

Option L1

Move the registration service into the library.

Registration service to have two new rooms plus the use of an existing room.

Library to have **one new room** to replace the one that they give to the registration service.

Option L2

Move the Registration service into the library.

Registration service to have two new rooms plus the use of an existing room.

Library to have **two new rooms**: one to replace the one that they give to the registration service plus a second room that can be rented out.

Option L3

Leave the registration service in Lawrence Court and do not provide any extra space for the coroner service and do not accommodate the medical examiner service

Scope / Interdependencies

Scope

What is within scope?

- Alterations to the library building.
- Moving the registration service into the library.

What is outside of scope?

- Repair work on Lawrence Court.
- Alterations to the ceremony room in Lawrence Court.
- Moving the medical examiners service into Lawrence Court

Project Dependencies

Title

Repair work to Lawrence Court

Library Transformation programme

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

Title

Funding

Disruption to library service caused by building works

Disruption to services caused by move

The new location arrangements may have a negative impact on registration service customers

Members of the public may not know where to go to access services

The new location arrangements may have a negative impact on library service customers

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

This project will affect members of the public who use the registration service or library service in Huntingdon. No specific group will be impacted any more than the general population.

What positive impacts are anticipated from this proposal?

What negative impacts are anticipated from this proposal?

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

Business Case

ETE BP - Reinvestment in Library book fund (B/R.6.209)

Project Overview

Project Title	ETE BP - Reinvestment in Library book fund (B/R.6.209)		
Reinvestment	£230,000	Business Planning Reference	(B/R.6.209)
Business Planning Brief Description	Reinvestment in the book fund following reductions made in 2017-18		
Senior Responsible Officer	Christine May Interim Service Director:Infrastructure Management and Operations		

Project Approach

Background

Why do we need to undertake this project?

This proposal is to re-instate the stock fund, which was reduced for 2016/17 as a short-term measure with the intention to re-instate in 2017/18. This links to proposal B/R 6.208 which will find alternative ways of delivering this saving.

Cambridgeshire's Library Service is delivered through 32 libraries, 10 community-managed libraries, 3 mobile libraries and a range of digital and online channels, including a self-service catalogue, eBooks, eAudio, eMagazines/Newspapers, and online reference resources.

Cambridge Central Library welcomes 700,000 visitors per annum, and with over half a million issues is the fourth busiest library in England. 60% of the county population have a library card and the service issues 2.6m items, receives 2.3m visits, and supports 250 reading groups per annum.

The stock fund provides the resources available in all libraries including books, newspapers, magazines, audio books, CDs, DVDs and online licences for eBooks and online reference resources. The fund also provides specialist material such as large print, foreign languages, braille, dyslexia-friendly resources, and wide range of health and other information for independent living and targeted audiences. The stock fund also supports intelligent systems that help manage the stock and enable staff efficiencies, including purchasing automated catalogue records and producing activity reports to facilitate effective spending.

What would happen if we did not complete this project?

The stock (book) fund enables the library service to invest in books and other items which are valued and wanted by our service users. Failure to reinstate this funding would limit Cambridgeshire's libraries in their ability to provide the statutory service. In particular, reductions in the stock fund have resulted in a significant decline in the number of new titles that the Library Service is able to provide, and it tends to be the new titles which library users reserve.

Approach

Aims / Objectives

The aim of this project is to reinstate funding which was reduced for a one-year period in 2017/18, enabling the Library Service to provide resources which are valued and used by visitors to Cambridgeshire's libraries, as a core element of our statutory service provision.

Project Overview - What are we doing

What assumptions have you made?

What constraints does the project face?

Delivery Options

Has an options and feasibility study been undertaken?

This proposal is part of the wider Libraries Transformation Programme.

Scope / Interdependencies

Scope

What is within scope?

The County Council has a statutory duty to deliver an efficient and comprehensive library and information service.

What is outside of scope?

Project Dependencies

Title

Library Service Transformation

Cost and Savings

See accompanying financial report

Non Financial Benefits

Non Financial Benefits Summary

None identified

Risks

Title

Failure of Libraries Transformation Programme to generate income/savings to enable this

Project Impact

Community Impact Assessment

Who will be affected by this proposal?

N/A

What positive impacts are anticipated from this proposal?

What negative impacts are anticipated from this proposal?

Are there other impacts which are more neutral?

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

ECONOMY & ENVIRONMENT COMMITTEE TRAINING PLAN*

A description of each training session is provided on page 2.

The text in red bold indicates that the details are yet to be confirmed.

Ref	Subject	Responsibility / Lead officer	Date	Venue booked? Y/N	Invitation sent to? (Cat)	Agenda sent? Y/N (Lead officer)	Attendance form sent Y/N (Cat)	Nature of training	No. of Cllrs Attended	% of total
1.	The budget and ETE business planning process**	Amanda Askham	Wed 9 th Aug 10am-12pm	Y KV Room	Y	n/a	Y	Seminar	6	19%
2.	Introduction to major infrastructure delivery	*Send sheet to Tanya, Stuart Walmsley	Tue 22 nd Aug 2-4pm	Y KV Room	Y	Y	Y	Seminar	16	
3.	Ely Bypass site visit	Brian Stinton, Stuart Walmsley	Fri 25 th Aug 10am-1pm	Y Conference room	Y	Y	Y	Site visit, seminar	8	
4.	Waterbeach Waste Management Park site visit [Organised by H&CI Committee. Dawn to also invite E&E]	Adam Smith	Tbc - H&CI rep to organise a new date for this visit in Autumn 2017	N	N			Site visit		
5.	The Combined Authority (E&E)	Democratic Services (contact Michelle Rowe)	Tbc – Autumn 2017	N	N			Seminar		
6.	Connecting Cambridgeshire – Digital Connectivity	Noelle Godfrey	Mon 4 th Sep 2-3pm	Y KV Room	Y	n/a	Y	Seminar	10	
7.	Adult Skills and Learning	Lynsi Hayward-Smith	CANCELLED No longer E&E	Y KV Room	Y			Seminar		
8.	County's role in Growth and Development	Sass Pledger, Juliet Richardson	Mon 2 nd Oct 2-4pm	Y KV Room	Y	Y	Y	Seminar		
9.	Flood Risk Management Strategy and work	Sass Pledger, Julia Beeden	Wed Oct 25 th 2-4pm	Y KV Room	Y			Seminar		
10.	Energy Strategy and work	Sass Pledger, Sheryl French	Mon 13 th Nov 10am-12pm	Y KV Room	Y			Seminar		
11.	County Planning Minerals and Waste	Sass Pledger, Emma Fitch	Wed 29 th Nov 2-4pm	Y KV Room	Y			Seminar		
12.	Major railway projects	Jeremy Smith	Mon 18 th Dec 2-4pm	Y KV Room	Y			Seminar		
13.	A14 site visit* (Invite E&E initially. If enough space then invite H&CI. Stuart can tell you how many spaces are available for the training.)	Stuart Walmsley	Tbc – Mar 2018	N Swavesey	N			Site visit, seminar		

* Note:


- The training sessions are primarily for E&E Committee Members and Substitutes, but will be open to all County Councillors, with the exception of:
 - site visits - a limited number of visitors can be accommodated during site visits. H&CI Committee may be invited if space is available.
 - the budget and ETE business planning process – targeted to ETE. H&CI Committee may be invited if space is available.
- Members can ask officers for one-to-one meetings if they would like to discuss topics further.
- In addition to the E&E training plan, Member Seminars are to re-start in October 2017 (contact Democratic Services for more information).

** In addition, the following finance training is available to all Members (please contact Democratic Services for dates and more information):

- One to One Budget Information Sessions, open to all Councillors by appointment – Michelle Rowe
- Local Government Finance (First Session), Chris Malyon
- Local Government Finance (Second Session), Chris Malyon
- Local Government Finance (Third Session), Chris Malyon

Ref	Subject	Date	Description of training
1.	The budget and ETE business planning process**	Wed 9 th Aug 10am-12pm	The learning outcomes will be: <ul style="list-style-type: none"> • An overview of the Council's budget and how it works in ETE • A understanding of the business planning process and cycle • The committee process for approving, delivering and monitoring business cases and transformation ideas
2.	Introduction to major infrastructure delivery	Tue 22 nd Aug 2-4pm	tbc
3.	Ely Bypass site visit	Fri 25 th Aug 10am - 1pm	This training will include: <ul style="list-style-type: none"> • An overview of the project development and the work on site • A visit onto the site
4.	Waterbeach Waste Management Park site visit [Organised by H&CI Committee]	Tbc - H&CI rep to organise a new date for this visit in Autumn 2017	The training will include a presentation from officers on our responsibilities, how we deliver our services and working with our partners. There will also be a presentation from our contractor Amey who will provide an overview of the waste treatment technology and services delivered through the PFI contract. This will be followed by a tour of the Waterbeach site, please wear appropriate footwear and clothing as it is a working site (PPE will be provided by Amey).
5.	The Combined Authority	Tbc – Autumn 2017	This training will cover: <ul style="list-style-type: none"> • The role of E and E Committee and where it sits in relation to the decision making role and functions of the Combined Authority.
6.	Connecting Cambridgeshire – Digital Connectivity	Mon 4 th Sep 2-3pm	Training description: Ubiquitous digital connectivity is seen as vital to support economic growth and help our communities to thrive across Cambridgeshire and Peterborough. Cambridgeshire is already a leading digital county and the County Council has set ambitious targets to strive for >99% connectivity by 2020 through its Connecting Cambridgeshire programme. Noelle Godfrey, Programme Director for Connecting Cambridgeshire & Smart Cambridge, will lead this Members' training session to explain the Council's Digital Connectivity Blueprint for 21 st Century Infrastructure, including: <ul style="list-style-type: none"> • progress of the superfast broadband rollout - ahead of national targets • work to increase mobile coverage and be among the first to get 5G services • potential to expand Wifi provision in village halls and community buildings • opportunities to use open data and technology to develop smart solutions There will be an opportunity for questions afterwards.
7.	Adult Skills and Learning	Mon 11 th Sep 2-4pm	The training aims to answer some key questions: <ul style="list-style-type: none"> • What does the service do? • How does it support the priorities of the County Council? • How does it work in partnership and plan for local delivery? • How does it link to the Employment and Skills policy? • Some examples of the work in local areas
8.	County's role in Growth and Development, including <ul style="list-style-type: none"> • pre-apps • CIL and S106 	Mon 2 nd Oct 2-4pm	The role of Growth and Development: <ul style="list-style-type: none"> • statutory planning responses for planning, transport and county community infrastructure (library, adult social care) • transport assessment role for strategic sites with close working relationship with policy TIPF, MID and Highways DC • Education planning for new school and school extensions for growth where necessary in response to planning applications. • Support and defence of application and districts at appeal. • Travel for Cambridgeshire sustainable travel planning role • Representation to local plans to ensure county functions have sufficient leverage and policy support and reference in local plans. • Liaison with City Deal and LEP for leverage of developer funding to support economic and residential development • Negotiation, drafting and agreement of S106 agreements with associated development. Including large site provision for education and transport, such as funding for new schools, significant highway improvements and city deal funding.
9.	Flood Risk Management Strategy and work	Wed Oct 25 th 2-4pm	The training will cover: <ul style="list-style-type: none"> • The County Council's statutory duties and responsibilities in flood risk management • The importance of joint working with other risk management authorities and other internal teams

Ref	Subject	Date	Description of training
			<ul style="list-style-type: none"> • From investigation to delivery (Surface Water Management Plans) • How Members can help • The Flood and Water Team structure
10.	Energy Strategy and work	Mon 13 th Nov 10am-12pm	<p>The training will cover:</p> <ul style="list-style-type: none"> • Strategic overview – Disruption and change in the energy market and its relevance to the Council • Progress with the Local Energy Investment Strategy for Greater Cambridge Greater Peterborough Local Enterprise Partnership area • The East Anglian Local Innovation Project • Progress delivering the Council's Corporate Energy Strategy including: <ul style="list-style-type: none"> – Schools programme – CCC buildings – Solar Park – Smart Energy Grid – Procurement – Other projects
11.	County Planning Minerals and Waste	Wed 29 th Nov 2-4pm	The County Planning, Minerals and Waste training will set out the roles and responsibilities of the team, including the types of planning applications determined and how this function feeds into the wider growth agenda across Cambridgeshire.
12.	Major railway projects	Mon 18 th Dec 2-4pm	tbc
13.	A14 site visit	Tbc – Mar 2018	<p>Organised primarily for E&E Committee, however H&CI Committee may also attend where there are spaces available (spaces are limited to 20).</p> <p>This site visit will include:</p> <ul style="list-style-type: none"> • a presentation on the scheme background, scheme objectives, scheme overview, progress to date and work planned • visit to the Mobile Visitor Centre and the Traffic Management Control Centre

		AGENDA ITEM: 13
ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN	Published 2nd October 2017 Revised 3 rd October 2017	 Cambridgeshire County Council

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

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

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

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

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

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

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

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
12/10/17	Transport Investment Plan (TIP)	Jeremy Smith/Elsa Evans	2017/029	29/09/17	03/10/17
	Supported Bus Services Terms of Reference	Paul Nelson	Not applicable		
	Uttlesford Local Plan	Colum Fitzsimons	Not applicable		
	Huntingdon Local Plan	Colum Fitzsimons	Not applicable		
	Central Bedfordshire Local Plan	Colum Fitzsimons	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Business Planning (BP) – Review of Draft Revenue BP Proposals for 2018-19 to 2022-2023	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Graham Hughes / Tamar Oviatt-Ham	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
16/11/17	Land North of Cherry Hinton – Spine Road	David Allatt/Juliet Richardson	Not applicable	02/11/17	07/11/17
	Planning Obligations Strategy	Colum Fitzsimons	Not applicable		
	Business Planning – Second Review of Draft 2018-19 Capital Programme and Capital Prioritisation	Graham Hughes	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Training Plan	Graham Hughes / Tamar Oviatt-Ham	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
7/12/17	Allocations of Integrated Transport Block Funding Transport	Elsa Evans	2017/005	23/11/17	28/11/17
	St Neots Northern Foot and Cycle Bridge - project update	Mike Davies	Not applicable		
	Wisbech Access Strategy - recommendation of schemes to access £10.5m Growth Deal Funding	Jack Eagle	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Graham Hughes / Tamar Oviatt-Ham	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
11/01/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	28/12/17	02/01/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Graham Hughes / Tamar Oviatt-Ham	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
8/02/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	25/01/18	30/01/18
	Economy and Environment Committee Training Plan	Graham Hughes / Tamar Oviatt-Ham	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
8/03/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	22/02/18	27/02/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Graham Hughes / Tamar Oviatt-Ham	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
12/04/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	29/03/18	03/04/18
	Business Planning	Graham Hughes	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Graham Hughes / Tamar Oviatt-Ham	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
24/05/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	10/05/18	15/05/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Graham Hughes / Tamar Oviatt-Ham	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		

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

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

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

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

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

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

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

