

# ECONOMY AND ENVIRONMENT COMMITTEE



**Date: Thursday, 12 July 2018**

**Democratic and Members' Services**

Fiona McMillan

Deputy Monitoring Officer

**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 24th May 2018 Economy and Environment Committee** **5 - 30**
- 3. Minute Action Log** **31 - 36**
- 4. Petitions and Public Questions**

### **KEY DECISIONS**

- 5. Extending the Funding on Contracted Bus Services to the end of the 2018-19 Financial Year** **37 - 42**

<b>6.</b>	<b>Waterbeach Barracks and Airfield Planning Application</b>	<b>43 - 74</b>
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## **DECISIONS**

<b>7.</b>	<b>Land North of Cherry Hinton Road Outline Planning Application Consultation Response</b>	<b>75 - 102</b>
<b>8.</b>	<b>Bikeability Cycle Training</b>	<b>103 - 108</b>
<b>9.</b>	<b>Councillor Appointment to the March Area Transport Study Steering Group</b>	<b>109 - 116</b>

## **INFORMATION AND MONITORING**

<b>10.</b>	<b>Finance and Performance Report - May 2018</b>	<b>117 - 144</b>
<b>11.</b>	<b>Training Plan Economy and Environment Committee</b>	<b>145 - 154</b>
<b>12.</b>	<b>Economy and Environment Committee Agenda Plan</b>	<b>155 - 160</b>
<b>13.</b>	<b>Date of Next Meeting - 16th August 2018</b>	

The Economy and Environment Committee comprises the following members:

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

Councillor David Ambrose Smith Councillor Henry Batchelor 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*

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**ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES**

**Date:** Thursday, 24<sup>th</sup> May 2018

**Time:** 10.00a.m. to 10.55a.m.

**Present:** Councillors: H Batchelor, I Bates (Chairman), D Connor, R Fuller, L Harford (substituting for Cllr Ambrose Smith), L Jones (substituting for N Kavanagh), S Tierney, J Williams and T Wotherspoon (Vice Chairman).

**Apologies:** D Ambrose-Smith and N Kavanagh

**111. NOTIFICATION OF APPOINTMENT OF THE CHAIRMAN AND VICE CHAIRMAN**

It was noted that at the Annual Council meeting on 15<sup>th</sup> May, Councillor Bates and Councillor Wotherspoon had been re-appointed respectively as the Chairman and Vice Chairman of the Economy and Environment Committee for the Municipal Year 2018-19.

**112. DECLARATIONS OF INTEREST**

None

**113. MINUTES**

The minutes of the meeting held on April 2018 were agreed as a correct record.

**114. MINUTE ACTION LOG**

The following oral updates were provided on the Log since the agenda publication:

**Minute 16- Bikeability Cycle Training sponsorship**

With reference to the above and for which a report on funding options was due to come back to either the June or July meeting, depending on the decision to be made in a later report, Councillor Linda Jones reported that she had made contact with 'Cambridge Assessment's Group Director and the new Head of Health, Safety and Wellbeing and was arranging for herself, Councillor Kavanagh and Mike Davies Team Leader - Cycling Projects Major Infrastructure Delivery to visit them, the likely date being on 4<sup>th</sup> June, to discuss possible funding opportunities.

The Minute action log with the above updates was noted.

**115. PETITIONS AND PUBLIC QUESTIONS**

No public question were received. One e-petition was received by the deadline with 98 on-line signatures titled 'Save the 46 Bus route' with the following text:

*“The County Council is asked to work with Norfolk County Council to ensure bus operator Stagecoach reconsider their proposal to withdraw from the number 46 bus route between March, Wisbech and Kings Lynn from 28th April 2018. We believe that the 46 bus route provides an essential public service to many local residents especially those living in the villages along the route. If a through service between March and Kings Lynn ceases, considerable inconvenience and even hardship will be caused to the many residents who rely on this service to access schools, work and hospitals.*

*Should Stagecoach fail to reconsider their operation of this route we further ask the Council to work with Norfolk County Council to ensure that another provider is found to operate the complete route”.*

The Chairman invited Kathy Dougall the petition organiser to present the petition, the text of which is included as **Appendix 1** to these minutes. Following this, the Chairman invited the Committee to ask any questions of clarification. One Member asked whether the same petition had been presented to Stagecoach who were responsible for the Service, for which the response was no. It was suggested that it would be appropriate to do so and it was agreed that officers would help in obtaining a further copy of the petition and help the petition organiser facilitate this action. **Action Paul Nelson**

Another Member asked whether the growth plans for the area would impact on the sustainability of the service. The petition organiser replied that with more growth in the towns and villages and the fact that the roads in Fenland were not of sufficient capacity unless the bus service was preserved, more people would be forced into cars, adding to congestion. In addition, as the area had a large older population and many youngsters, they were already restricted in their mobility, as many could not afford to run a car.

As there was no appropriate report on the agenda, the Chairman informed the lead petitioner that she would receive a formal written response within 10 working days from the date of the meeting. **Action Paul Nelson / Chairman**

## **116. CAMBRIDGESHIRE ARCHAEOLOGICAL SERVICES FRAMEWORK**

This report updated members on the need for the re-procurement of the current Archaeological Services Framework which was shortly due to expire, to enable the provision of archaeological work to support new developments in Cambridgeshire.

Cambridgeshire County Council as a major landowner and developer has to abide by the National Planning Policy Framework and associated guidance, and undertake archaeological work in advance of or as part of the development process. Paragraph 1.3 of the report set out the current services delivered under the current framework with paragraph 2.2 setting out the proposed procurement timetable. It was proposed that the Archaeological Services framework would be made available for other public sector bodies to utilise and by introducing a rebate, this might provide an income opportunity for the Council.

Questions / issues raised included:

- There was a query regarding the likely costs, as the report did not provide any information on whether the new framework contract was likely to incur greater or

lesser costs than the current framework. In response it was surmised that the likelihood was that the pre-negotiated day rates would be slightly higher, reflecting the fact that the economy was no longer in recession. Each development would be scrutinised and the work negotiated separately.

- Another Member asked what percentage of the level of activity currently undertaken was statutorily required. In reply it was indicated that the team negotiated with colleagues on a level of work required through the interpretation of the regulations and what was considered reasonable. In Cambridgeshire there was a culture of seeking to involve the public and this extended to schools and children being involved, in order to seek to obtain added value. Nothing in the fieldwork undertaken added any additional requirements on a developer.
- In reply to another question on whether there were any additional costs not provided in the report, the response was no and as another Member highlighted, paragraph 4.2 indicated that while the current contract value was likely to increase owing to the anticipated new projects in the pipeline, this was covered by project budgets, so there were no revenue costs to the Council.
- One Member queried the need for the report to the Committee as there appeared to be no Member involvement in scrutinising the detail of the framework contract. It was explained that as the value of the contract was over £500k this constituted a key decision requiring a Committee decision. The report sought agreement for officers to be able to go out to the market and invite bids and was the only requirement under contract standing orders.

It was resolved unanimously to:

support the re-procurement of the Archaeological Services Framework for a period of four years to 2022.

## **117. WISBECH ACCESS STRATEGY**

The Wisbech Access Strategy is a package of highway schemes to improve accessibility, and address congestion in and around the town of Wisbech and address the current problems on the transport network, to support and enable future housing and job growth as set out in the Fenland Local Plan.

This report set out details of the work of the Wisbech Access Strategy and the results of the public consultation on the preferred package of measures, recommending the short term package of measures for approval to the Local Enterprise Partnership (LEP) / Business Board / Cambridgeshire and Peterborough Combined Authority (CPCA). It was highlighted that £1m of Growth Deal funding has been allocated from Government to the Greater Cambridge Greater Peterborough LEP. The Government would provide up to a further £10.5m for scheme delivery, on the condition that scheme development work resulted in an acceptable and deliverable package of transport measures.

The report summarised the development of the Wisbech Access Strategy, providing information on the phasing of options, including the impact of the wider transport network including the A47 jointly developed by Cambridgeshire County Council and

Fenland District Council, with input from the Borough Council of King's Lynn and West Norfolk, Norfolk County Council.

The Wisbech Access Strategy was made up of the following individual schemes,

- Freedom Bridge Roundabout
- Wisbech Bus Station
- Operation of Cromwell Road including A47 roundabout
- Operation of Elm High Road including A47 roundabout
- Weasenham Lane and Ramnoth Road junction
- New River Crossing
- Western link Road
- Southern Access Road
- A47 Broad End Road Junction

The schemes had been grouped into phases – short, medium and long term to reflect developments and timescales in the Fenland Local Plan and the availability of funding for delivery. The report focused only on the recommended preferred short term package of measures. One scheme the A47/Elm High Road Larger Roundabout scheme EH3b was being brought forward from the medium term to shorter term, due to additional funding expected to be made available from the CPCA.

The results of the consultation as detailed in paragraph 2.9 and appendix 2 of the report showed good levels of support for all the Wisbech Access Strategy draft preferred package schemes except for the Southern Access Road scheme, due to the implications for the Wisbech railway line project. The evidence base for the Fenland Local Plan and the Cambridgeshire Long Term Transport Strategy stated that additional east – west road network connectivity was required in Wisbech to support the additional jobs and housing growth, and to reduce congestion on the existing road network. Both Member engagement and the public consultation results provided clear support for protecting the railway corridor and the view that the Wisbech Rail Study needed to conclude without being impacted on by the Wisbech Access Strategy. To take account of the railway line and ensure that no decision were taken that would preclude any future delivery of a rail project, it was proposed to proceed with a phased approach regarding the Southern Access Road.

The preferred proposed package schemes developed allowed for

- The Wisbech Access Strategy to progress within the required Growth Deal timescales
- The Wisbech Rail study to conclude the station location without any impact from the Wisbech Access Strategy
- Access to be provided to the South Wisbech Development Site.

It was suggested that if the study work concluded that the best location for a station would be north of New Bridge Lane, the new roundabout on the A47 would be constructed to provide access to the Wisbech South Development site. If the best station location was determined to be south of New Bridge Lane, New Bridge Lane would be



connected over the railway line and the roundabout would not be constructed, subject to relevant approvals.

The report detailed risks and issues associated with the proposed package listed in paragraph 2.13 of the report. Paragraph 2.14 and the subsequent table provided details of the funding of the package of the recommended schemes to be financed from the £10.5 million of funding from the Growth Deal Funding from the LEP and the additional expected £10.5m from the CPCA. Table 4 set out the timeline for the implementation of the preferred short term package.

The following two Local Member representations were received who could not attend but asked that their comments should be brought to the attention of the Committee:

- a) **From Cllr Hoy Wisbech East** supporting the recommendations stating “as they ensure we get vital investment to the town without losing the Railway options.
- b) **From Councillor Simon King Roman Bank and Peckover** who while fully supportive of the majority of the report stated “that while this is an excellent piece of work by our officers, I remain strongly of the opinion that the possibility of severing the railway line at Newbridge Lane should be ruled out now for two reasons:
  - 1. This was the only aspect of the public consultation that was not supported;
  - 2. Even if the GRIP 3 study supports a station south of the A47, the possibility of the railway line accessing the centre of Wisbech should remain as a future aspiration.

This is all about future proofing the possibilities for growth in Wisbech and ideally I would like the report to be amended to reflect my views. Just for the record, this is what I said at the Wisbech Access meeting and I abstained from supporting that part of the report”.

In discussion issues / questions raised included:

- Strongly supporting the public and local member views received regarding not cutting the railway line and the compromise suggested in the report.
- As projects of this size inevitably took a long time, reassurance was requested that if there was an increase in costs due to unplanned, unforeseen circumstances that these would not be borne by the Council. In response the officers indicated that they were asking for detailed costings and permission to undertake a procurement exercise and would come back to Committee with the results.
- Another Member asked the officers how confident they were regarding the timescales for a decision on the final location of the railway station, bearing in mind that there was now talk of Cambridge South Station being delayed until 2015. It was explained that rather than wait from GRIP 3 in 18 months’ time, this report was proposing progressing schemes that did not alter where the station would be located.
- One Member highlighted the need for a project board with member involvement.

In response officers indicated that there was already a steering group with County, District and Town council representation and the proposal was to keep this going. The Member suggested that it should meet monthly.

Having considered the report,

It was resolved unanimously to:

- a) endorse the short term package of schemes and recommend it to Cambridgeshire and Peterborough Combined Authority (CPCA) Business Board and CPCA Board for final approval and release of the £10.5m.
- b) endorse bringing forward the A47 Elm High Road junction medium term scheme for earlier delivery using CPCA funding and seek appropriate approval from the CPCA as required
- c) recognise that a flexible approach is required to schemes within the package and that as further design and scheme development work is carried out, the final package of schemes may change and that the final package for construction will be brought back to Committee
- d) endorse the phased approach being taken regarding the Southern Access Road Project and the railway line.
- e) authorise officers to carry out further work on the Wisbech Access Strategy and the short term package of schemes including:
  - i) Land Negotiations and Purchase Negotiation or submission of consents for the delivery of the schemes as appropriate.
  - ii) Developing a procurement strategy for the delivery of a package of transport improvements in Wisbech totalling £21m.
  - iii) Delegate authority to the Executive Director for Place and Economy in consultation with the Chair and Vice Chair of the Committee to commission the design and detail design stage of the schemes.

## **118. FINANCE AND PERFORMANCE REPORT – OUTTURN 2017-2018**

The Committee received the 2017-18 Out-turn report for Place and Economy Services (P&E) in order to provide the Committee with an opportunity to comment on the actual outturn position.

The main issues highlighted were:

**Revenue:** Across P&E as a whole, the outturn position was a £53K overspend. The two major E&E Committee revenue variances at outturn were Highways Development Management (-£334K) and Concessionary Fares (-£491K), both of which were forecast as underspends across the financial year and were used to offset the pressure in Waste Services. The Highways Development Management underspend reflected an

over-achievement in income from Section 106 and Section 38 fees, and the Concessionary Fares underspend reflected the increased age for eligibility.

**Capital:** Since the last forecast financial position was reported to Committee, there had been changes in the following schemes:

- Ely Crossing 2017/2018 spend was £3.8m higher than previously forecast reflecting an accrual for land purchase.
- Guided Busway compensation payments had further slipped by an additional £468K.
- Connecting Cambridgeshire expenditure had slipped by a further £437K and although delivery was on track, the expenditure profile had been re-phased.

**Performance:** The year-end position (with the proviso that some of the PI's were based on estimates) was that none of them were red, five were amber and seven were green.

In discussion the following issues were raised:

- Regarding the financial support to contracted bus routes, a Member understood that money had been made available to be able extend their provision to the end of the current financial year (as the money delegated to the Combined Authority had been delegated back) and suggested that as the original decision was for the contracted bus routes to be financed until September, that this should be formalised with a report to Committee. It was confirmed that with the exception of bus route 46 which had been financed to the end of August, there was sufficient funding for the other bus routes to be supported to the end of the current financial year. The Executive Director agreed that it would be appropriate for a report to come back for decision to the next formal Committee meeting.
- Although not strictly for discussion at this Committee, as it was mainly within the responsibility of Highways and Community Services Committee, with reference to pages 98 and 99 there was discussion on the appropriateness of underspends in some areas being used to offset overspends in other areas. One Member suggested the potential for a public perception that some services had been reduced in order to support other areas, with particular reference being made to the savings on concessionary fares. The Executive Director explained that it was his responsibility to achieve a balanced budget across the entire Directorate and that it was entirely appropriate to use savings to offset unexpected overspends in other areas. The underspend in Concessionary Fares had been due to the increase in the age entitlement and from there being less bus services to spend them on. The three underspend areas referred to on pages 98 and 99 of the report were fortuitous as detailed in the text, and had not been planned, and did not involve cuts to serves or activities not being undertaken.
- The Chairman wished to draw attention to the good news story on page 92 under the heading 'Economic Development' and the additional jobs that had been created as detailed in the report.

Having reviewed and commented on the report it was unanimously resolved to:

note the report.

## **119. ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN, TRAINING PLAN AND APPOINTMENTS TO OUTSIDE BODIES PARTNERSHIP LIAISON AND ADVISORY BODIES**

This report reviewed the Committee's agenda and training plans and appointments to outside bodies, internal advisory groups and panels. The following updates were orally reported:

### **Appendix 1 Agenda Plan:**

The addition of a Key decision report to the July agenda titled 'Community Transport Grant Procurement Award' - Report author Paul Nelson

Since the last meeting update a number of reports for the June Committee had been moved to later meetings. As a result there was now only one substantive report on identifying additional funding for the Bikeability Scheme. Bearing in mind the oral update provided earlier for the Minute Action log regarding ongoing discussions on possible funding sources, this report would now be more appropriate for consideration at the July Committee. For these reasons it was proposed to cancel the June meeting

### **Appendix 2 - Training Plan is for information**

An oral update addition to the Plan reported was that there had been an additional Ely Bypass site visit on 9<sup>th</sup> May attended by Councillors Connor and Hunt.

**Appendix 3** – The Committee was asked to consider if any changes were required to the exiting appointments. With reference to the Enterprise Zone Steering Group on page 142, Councillor Fuller indicated having already been appointed onto this Group in his District Council cabinet responsibility role, he needed to resign from being a substitute for the County Council. It was agreed his replacement would be sought via the appropriate delegation following the meeting.

It was highlighted that due to the change in the Executive Director' title following the recent service re-organisation it was necessary to revise the previous agreed delegation in order to be able to agree appointments between Committee meetings.

It was resolved unanimously to:

- i) Note the agenda plan as updated above attached at Appendix 1 to the report with the further addition of a report to the July Committee meeting to authorise extending the funding on the contracted bus services to the end of the 2019 financial year.
- ii) Agree to cancel the June Committee meeting;
- (ii) Note the training plan attached at Appendix 2 as updated:
- (iii) Agree the appointments to the outside bodies, partnership liaison and advisory groups and internal advisory groups and panels as detailed in Appendix 3 with the

exception of re-appointing Councillor Fuller to the Enterprise Steering Group and that this vacancy be filled using the delegation process between meetings.  
**(included as appendix 2 to these Minutes)**

**120. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 12<sup>th</sup> JULY 2018**

**Chairman:  
12<sup>th</sup> July 2018**

## Appendix 1

### **PETITION PRESENTED AT THE ECONOMY AND ENVIRONMENT COMMITTEE ON THURSDAY 24TH MAY @ 10 A.M. IN THE KREIS VIERSEN ROOM (KV ROOM) ON THE FIRST FLOOR AT SHIRE HALL, CASTLE HILL, CAMBRIDGE CB3 0AP.**

North East Cambridgeshire Constituency Labour Party is bringing the proposed change to the 46 bus route to the attention of the public for 3 reasons:

- 1. The needs of the community and local businesses.**
- 2. Our responsibility to protect the environment.**
- 3. The cost to the Taxpayer.**

The original 46 bus route ran hourly from March to Kings Lynn connecting several villages to each other and to the Towns of Wisbech and March and, perhaps most importantly, to Kings Lynn to access Queen Elizabeth Hospital. Fenland District Council's booklet '**Getting from A to B Hospitals**' acknowledges that ***"there is a growing difficulty for patients without a car accessing hospital appointments"***

The route covered an area of high deprivation in which many people do not have access to a vehicle, especially the under 25s and over 60s. As some of the towns and villages covered by the original route are earmarked as growth areas, the need for good bus services will grow, not diminish.

Buses are a lifeline for the villages for social and business purposes. The loss of any bus services can mean that friends and family are no longer able to connect to each other and those residents lose their connection to social pleasures, i.e. going out to the cinema or for a meal.

Social isolation is an acknowledged problem amongst older people in particular. If our towns are less accessible, this will impact on local businesses and on the heart of our towns. A vibrant bus service would encourage all residents to visit town centres more frequently.

Many people rely on a bus service to get to work, to seek work and to get to schools and colleges. Reducing the bus service in any way has a negative impact. Young working people are often the lowest paid and more reliant on public transport to access work or the job centre.

This is the reason the Labour Party is proposing free transport for the under 25s. If these young people have restricted travel it will mean that youth unemployment will be higher and local businesses will find their choice of employees restricted.

A vibrant bus service attracts people out of cars and onto public transport, which leads to less demand for parking space in our towns, less vehicle pollution, freer flowing traffic and a reduced need for repairs to our roads.

There is an economic impact on the community of the loss of bus services that far outweighs the commercial needs of bus companies.

- Social Isolation, which has a widely acknowledged knock on effect on our local health services, social services and the services of our local charities.
- The inability of parents to access child care facilities or schools.
- Higher levels of unemployment or underemployment.
- Closing of local businesses
- Environmental costs of extra traffic - potholes etc.

### In Conclusion

It make sense to work towards giving Councils the power to franchise transport services at cost, rather than for profit and to providing a more accessible bus service rather than cutting services. We call upon the Council, as a first step, to work with Norfolk Council to reinstate the 46 bus route and to extend the route to allow single bus service which runs from March to the Queen Elizabeth Hospital in Kings Lynn.





## CAMBRIDGESHIRE COUNTY COUNCIL

### APPOINTMENTS TO OUTSIDE BODIES EXTERNAL ADVISORY GROUPS AND PANELS, PARTNERSHIP LIAISON AND ADVISORY GROUPS ECONOMY AND ENVIRONMENT COMMITTEE

NAME OF BODY	MEETINGS PER ANNUUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>A47 Alliance Steering Group</b>  To act as a special interest group to support the strategic case for improvements on the A47 corridor between the port at Great Yarmouth and the A1. The A47 Alliance shall support the transport authorities along the route, the New Anglia Local Enterprise Partnership (LEP) and the Greater Cambridge Greater Peterborough LEP.	2	1	Councillor Bates (Con)	Democratic Services Norfolk County Council  0344 800 8020  <a href="mailto:information@norfolk.gov.uk">information@norfolk.gov.uk</a>  Nigel Allsopp Highways England
<b>A47 Corridor Feasibility Study: Stakeholder Reference Group Meeting</b>  The role of the Group is to ensure that stakeholders' views are captured and considered during the Department for Transport's study process, particularly at key points in its work and during the development of the study's key outputs.	TBC		Councillor Bates (Con)	<a href="mailto:Nigel.Allsopp@highwaysengland.co.uk">Nigel.Allsopp@highwaysengland.co.uk</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>A428/A421 Alliance</b>  To act as a lobby group of key partners from County and District Councils as well as MPs and Local Enterprise Partnerships along the length of the corridor. <ul style="list-style-type: none"> <li>To build a compelling case for improvements to the route to support economic growth, locally and nationally</li> <li>To work with Highways England to develop a comprehensive improvement package and associated investment plan</li> </ul>	2 or as business dictates	3	Councillor I Bates (Con) Councillor D Wells (Con) Councillor J Wisson (Con)  Subs: Councillor D Giles (Ind.) Councillor S Taylor (Ind.)	Nikki Holland Office Manager Jonathan Djanogly MP  01480 437840  <a href="mailto:Hollandn@parliament.uk">Hollandn@parliament.uk</a>
<b>Anglian (Central) Regional Flood and Coastal Committee</b>  The Regional Flood and Coastal Committee is a body through which the Environment Agency carries out its work on flood risk management and is responsible for: <ul style="list-style-type: none"> <li>maintaining or improving any watercourses which are designated as main rivers;</li> <li>maintaining or improving any tidal defences;</li> <li>installing and operating flood warning systems;</li> <li>controlling actions by riparian owners and occupiers which might interfere with the free flow of watercourses;</li> <li>supervising Internal Drainage Boards.</li> </ul>	2	2	Councillor M Smith (Con) Councillor T Wotherspoon (Con)	Stephanie North Regional Flood and Coastal Committee Secretariat –Anglian Central  <a href="mailto:AnglianRFCCs@environment-agency.gov.uk">AnglianRFCCs@environment-agency.gov.uk</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Anglian (Northern) Regional Flood and Coastal Committee</b>  See above description. Cambridgeshire shares a seat on this Committee with Peterborough City Council and Rutland County Council. Cambridgeshire County Council currently attends these meetings as an observer only – as stated it's a shared seat and voting rights for the year 1 April 2017 – 31 March 2018 are held by the Peterborough City Council Member. The RFCC however encourages all members (whether they are able to vote or not) to attend all Committee meetings.	4 – 5	1	Councillor D Connor (Con)	Abigail.Jackson Regional Flood and Coastal Committee Secretariat – Anglian Northern  020302 55877 07789 271322  abigail.jackson@environment- agency.gov.uk
<b>Barrington Cement Works and Quarry Liaison Group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	2-3	2	Councillor S Kindersley (LD) Councillor P Topping (Con)	Ian Southcott UK Community Affairs Manager Cemex  01788 517323  <a href="mailto:ian.southcott@cemex.com">ian.southcott@cemex.com</a>
<b>Barrington Light Railway Sub group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As required	2	Councillor S Kindersley (LD) Councillor P Topping (Con)	Ian Southcott UK Community Affairs Manager Cemex  01788 517323  <a href="mailto:ian.southcott@cemex.com">ian.southcott@cemex.com</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Cambridge BID Board</b> A five-year initiative set up by Cambridge businesses/organisations to ensure continued investment in Cambridge City Centre	6	1	Councillor M Shuter (Con)	Emma Thornton Head of Tourism and City Centre Management Cambridge City Council  01223 457446  <a href="mailto:Emma.Thornton@cambridge.gov.uk">Emma.Thornton@cambridge.gov.uk</a>
<b>Cambridgeshire Consultative Group for the Fletton Brickworks Industry (Whittlesey)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	2	1	Councillor D Connor (Con)	Diane Munday Secretary, Forterra  01733 359148  <a href="mailto:Diane.munday@forterra.co.uk">Diane.munday@forterra.co.uk</a>
<b>Cambridgeshire Flood Risk Management Partnership</b>  The partnership is required by legislation - namely the Flood and Water Management Act 2010.	4	1	Councillor T Wotherspoon (Con)	Sass Pledger – Head of Growth & Economy  01223 728353  <a href="mailto:Sass.pledger@cambridgeshire.gov.uk">Sass.pledger@cambridgeshire.gov.uk</a>
<b>Cambridgeshire Horizons Board</b>  Cambridgeshire Horizons still exists as a Limited company to oversee three “live” Rolling Fund investments, two loans and one equity investment, with an initial total value of £20.5m, to support a number of growth projects and developments around Cambridgeshire.	1	1	Councillor I Bates (Con)	Graham Hughes Executive Director Economy, Transport and Environment  01223 715660  <a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Chesterton Station Interchange (Cambridge North)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As required	1	Councillor I Manning (LD)	Adrian Shepherd Project Manager  01223 728110  <a href="mailto:Adrian.J.Shepherd@cambridgeshire.gov.uk">Adrian.J.Shepherd@cambridgeshire.gov.uk</a>
<b>Eastern Agri-Tech Programme Delivery Board</b>  Oversees the spending of the grant funding to develop the agritech industry in the corridor from Cambridge to Norwich	12	1	Councillor M Shuter (Con)  Substitute – Councillor P Raynes (Con)	Martin Lutman Agri-Tech Programme Manager Greater Cambridge/Greater Peterborough Enterprise Partnership (LEP)  01480 277180 07715 408281  <a href="mailto:martin.lutman@gcgp.co.uk">martin.lutman@gcgp.co.uk</a>
<b>East-West Rail Consortium Central Section Member Steering Group</b>	To be agreed	1	Councillor I Bates (Con)  Substitutes: Councillor D Adey (IND) Councillor T Wotherspoon (Con)	Bob Menzies Service Director for Strategy and Development  01223 715664  <a href="mailto:Bob.Menzies@cambridgeshire.gov.uk">Bob.Menzies@cambridgeshire.gov.uk</a>
<b>Ely Southern Bypass Project Board</b>  To oversee the continued development and delivery of the scheme and provide a forum for key issues to be considered. The Board comprises stakeholders, local County and District Members and officers	4	2	Councillor A Bailey (Con) Councillor L Every (Con)	Brian Stinton Team Leader Highway Projects  01223 728330  <a href="mailto:Brian.stinton@cambridgeshire.gov.uk">Brian.stinton@cambridgeshire.gov.uk</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>England's Economic Heartland Strategic Alliance – Strategic Transport Forum</b>	TBC	2	Councillor I Bates (Con) Councillor S Count (Con)  Substitute: Councillor L Joseph (Con)	Graham Hughes Executive Director – Economy, Transport and Environment  01223 715660  <a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a>
<b>Enterprise Zone Steering Group</b>  Established to review progress in the delivery of the Enterprise Zone at Alconbury with the developers, both urban and civic.	6	1	Councillor I Bates (Con)  Substitute vacancy following resignation of Councillor R Fuller (Con)	Graham Hughes Executive Director – Economy, Transport and Environment  01223 715660  <a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a>
<b>European Metal Recycling (EMR) Liaison Group (Snailwell)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As and when required. No more than twice a year. See note.	2	Councillor S Tierney (Con)  No second appointment.	Peter Vasey Operations Manager EMR Newmarket 111 Fordham Road Snailwell NEWMARKET CB8 7ND  01638 720377  <a href="mailto:Peter.Vasey@emrgroup.com">Peter.Vasey@emrgroup.com</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Fenland Association for Community Transport (FACT) Board</b>  The purpose of the Board of FACT is (a) to monitor current progress to date, to have an overview of current services and provide advice where required, suggest improvements, and (b) to steer FACT (and HACT, its parallel service in Huntingdonshire) towards meeting future need, including new initiatives, projects, potential sources of funding	4	1	Councillor M McGuire (Con)	Jo Philpott Fenland Association for Community Transport Ltd  01354 661234  <a href="http://www.fact-cambs.co.uk">www.fact-cambs.co.uk</a>
<b>Great Fen Steering Committee</b>  Steering Group to oversee and guide the development of the Great Fen Project.	6 approx	1 Observer status	Councillor A Costello (Con)	Kate Carver Great Fen Project Manager  01954 713513  <a href="mailto:Kate.Carver@wildlifebcn.org">Kate.Carver@wildlifebcn.org</a>
<b>Growth Delivery Joint East Cambridgeshire District Council/Cambridgeshire County Council Member Liaison Group</b>  Members & officers from both authorities advising on growth and infrastructure issues for East Cambridgeshire including Section 106 & Community Infrastructure Levy funding.	4 but see note.	3	Councillor A Bailey (Con) Councillor I Bates (Con) Councillor L Every (Con)  Substitute Councillor P Raynes (Con)	Juliet Richardson Head of Growth and Economy  01223 699868  <a href="mailto:juliet.richardson@cambridgeshire.gov.uk">juliet.richardson@cambridgeshire.gov.uk</a>  <b>Note.</b> This group is not currently meeting, but meetings may be resumed when the North Ely Development commences.

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Huntingdon Association for Community Transport (HACT) Board</b>  The purpose of the Board of HACT is to (a) monitor current progress to date, to have an overview of current services and provide advice where required, suggest improvements, and (b) to steer HACT (and FACT, its parallel service in Fenland) towards meeting future need, including new initiatives, projects, potential sources of funding.	4	1	Councillor M McGuire (Con)	Jo Philpott Fenland Association for Community Transport Ltd  Tel: 01354 661234  <a href="http://www.hact-cambs.co.uk">www.hact-cambs.co.uk</a>
<b>Huntingdon BID Board</b>  BID is the town management vehicle for Huntingdon. It is an arrangement where businesses in a defined area agree improvements they want to make, over and above what the public agencies have to do. The fund is ring fenced and used solely to deliver the agreed set of projects and activities voted on by the businesses within the BID area.	10	1	Councillor D Giles (Ind)	Sue Wing BID Huntingdon Manager  01480 450250  <a href="mailto:sue@bidhuntingdon.co.uk">sue@bidhuntingdon.co.uk</a> or <a href="mailto:info@bidhuntingdon.co.uk">info@bidhuntingdon.co.uk</a>  <a href="http://www.huntingdonfirst.co.uk/bid-huntingdon/">http://www.huntingdonfirst.co.uk/bid-huntingdon/</a>
<b>Huntingdonshire Growth &amp; infrastructure Group</b>  Member/ officer & key infrastructure partners group (3 from CCC and 3 HDC) advising on infrastructure and growth issues for Huntingdonshire including Community Infrastructure Levy & Section 106 funding. The Group will also discuss the Huntingdonshire District Council Local Plan.	4	3	Councillor I Bates (Con) Chair E&E Committee Councillor R Fuller (Con) Councillor K Reynolds (Con)	Clara Kerr Planning Services Manager Huntingdonshire District Council  <a href="mailto:clara.kerr@huntingdonshire.gov.uk">clara.kerr@huntingdonshire.gov.uk</a>



NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Joint East Cambridgeshire District Council and Cambridgeshire County Council Member and Officer Steering Group for Planning and Transport</b>  The purpose of the Group is to discuss the development of the Transport Strategy for East Cambridgeshire and the Community Infrastructure Levy. The Group may in the future be needed to discuss the District Council's emerging Local Plan.	4	3	Councillor D Ambrose Smith (Con) Councillor I Bates (Con) Councillor J Schumann (Con)	Jack Eagle Lead Transport and Infrastructure Officer  01223 703209  <a href="mailto:Jack.Eagle@cambridgeshire.gov.uk">Jack.Eagle@cambridgeshire.gov.uk</a>
<b>Joint Strategic Transport and Spatial Planning Group</b>  Provides co-ordination of spatial planning and integrated transport strategy for Cambridge City and South Cambridgeshire and an oversight of Growth Strategy.	4	3	Councillor L Harford (Con) Two place to be confirmed. <i>[no appointments made by Committee this year as has not met for several years.]</i>	Democratic Services Cambridge City Council PO Box 700 CAMBRIDGE CB1 0JH  01223 457169  <a href="mailto:Democratic.Services@cambridge.gov.uk">Democratic.Services@cambridge.gov.uk</a>
<b>King's Dyke Project Board</b>  To oversee the continued development and delivery of the Scheme and provide a forum for key issues to be considered. The Board comprises stakeholders, local County and District Members.	4	1	Councillor D Connor (Con)	Brian Stinton Team Leader Highway Projects  01223 728330  <a href="mailto:Brian.stinton@cambridgeshire.gov.uk">Brian.stinton@cambridgeshire.gov.uk</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Local Access Forum</b>  Cambridgeshire County Council has established a Local Access Forum, as required under the Countryside Rights Of Way Act (CROW) 2000. The Forum represents the interests of everyone who lives and works in the countryside and is trying to strike a balance between conserving it, working it and helping people to enjoy it.	4	2	Councillor S King (Con) Councillor M Smith (Con)	Philip Clark Community Greenspaces Manager  01223 715686  <a href="mailto:philip.clark@cambridgeshire.gov.uk">philip.clark@cambridgeshire.gov.uk</a>
<b>Natural Cambridgeshire</b>  Natural Cambridgeshire consists of a broad range of local organisations, businesses and people whose aim is to bring about improvements in their local natural environment.	4	1	Councillor L Joseph (Con)	Phil Clark Community Green Spaces Manager  01223 715686  <a href="mailto:philip.clark@cambridgeshire.gov.uk">philip.clark@cambridgeshire.gov.uk</a>
<b>Needingworth Quarry Liaison Group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	2	4	Councillor S Criswell (Con) Councillor P Hudson (Con) Councillor K Reynolds (Con) Councillor M Smith (Con)  Substitute Councillor T Wotherspoon (Con)	Hilton Law Unit Manager – Cambridgeshire Hanson Aggregates  <a href="mailto:hilton.law@hanson.com">hilton.law@hanson.com</a>  Direct dial – 01487 849026 07773 313194
<b>St Neots Master Plan Steering Group</b>		1	Councillor D Wells (Con)  Councillor I Gardiner (Con) – substitute	Dan Thorp  <a href="mailto:dan.thorp@cambridgeshire.peterborough-ca.gov.uk">dan.thorp@cambridgeshire.peterborough-ca.gov.uk</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Soham Station Project Board</b>			Councillor B Hunt (Con) Councillor P Raynes (Con) Councillor J Schumann (Con)	Adrian Shepherd Project Manager Public Transport Projects  01223 728110  <a href="mailto:Adrian.J.Shepherd@cambridgeshire.gov.uk">Adrian.J.Shepherd@cambridgeshire.gov.uk</a>
<b>Total Transport Policy Member Steering Group (Formerly Cambridgeshire Future Transport (CFA))</b>  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 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.	2	8	Councillor A Bailey (Con) Councillor D Giles (Ind.) Councillor B Hunt (Con) Councillor D Jenkins (LD) Councillor L Joseph (Con) Councillor M McGuire (Con) Councillor S van de Ven (LD) Councillor J Whitehead (Lab)  Substitute Cllr T Wotherspoon (Con)	Paul Nelson Interim Head of Passenger Transport Services  01223 715608 <a href="mailto:paul.nelson@cambridgeshire.gov.uk">paul.nelson@cambridgeshire.gov.uk</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<p><b>Transport Strategy for Fenland Member Steering Group</b></p> <p>The Transport Strategy for Fenland will form part of the suite of district-wide transport strategies which support the Local Transport Plan (LTP) for Cambridgeshire. It will seek to outline a transport vision and emerging transport infrastructure requirements for Fenland. It will develop the high level policies of the LTP and seek to highlight how they can be adapted for Fenland. It will also build on the existing Market Town Transport Strategies, and seek to integrate them into other existing transport plans. The role of the member steering group will be to advise on the strategy's development. This will include, but not be limited to, the strategy's vision, challenges, policies, as well as commenting on any consultation work that is undertaken.</p>	4	2	Councillor D Connor (Con) Councillor J Gowing (Con)	<p>James Barwise</p> <p><a href="mailto:James.Barwise@cambridgeshire.gov.uk">James.Barwise@cambridgeshire.gov.uk</a></p>
<p><b>Visit Cambridge and Beyond Destination Management Company (DMO) - Board of Directors</b></p> <p>This is a delivery mechanism led by Cambridge City for the future provision of tourism services in Cambridge and the surrounding area.</p> <p><b>Governance:</b> It is to be governed by a Board of Directors.</p> <p><b>Representation:</b> The representation includes <u>one</u> councillor appointment to the full board from Cambridge City, South Cambridgeshire District Council (SCDC) and Cambridgeshire County Council.</p>	12	1	Cllr M Shuter (Con)	<p>Emma Thornton Head of Tourism and City Centre Management The Tourist Information Centre Peas Hill Cambridge CB2 3AD</p> <p>Tel 01223 457464</p> <p>Mobile: 07712788550</p> <p><a href="mailto:emma.thornton@cambridge.gov.uk">emma.thornton@cambridge.gov.uk</a></p>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Warboys Landfill Site Liaison Group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	1-2	1	Councillor T Rogers (Con)	Mark Farren Managing Director, Woodford Waste Management Services Ltd  01487 824240  <a href="mailto:Mark.Farren@woodfordrecycling.co.uk">Mark.Farren@woodfordrecycling.co.uk</a>
<b>Waterbeach Waste Management Park Liaison Group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	2-3	1	Councillor A Bradnam (LD)	Tim Marks Planning Manager Amey LG Ltd  Direct line: 01223 815463 Mobile: 07917 731076  <a href="mailto:tim.marks@amey.co.uk">tim.marks@amey.co.uk</a>
<b>Whitemoor Distribution Centre, March (Network Rail)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As required	1	Councillor S Count (Con)	Tony Masciopinto Site Manager Whitemoor Material Handling Depot  01733 559729  <a href="mailto:Tony.masciopinto@networkrail.co.uk">Tony.masciopinto@networkrail.co.uk</a>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<b>Wisbech Access Strategy Steering Group</b>  Growth Deal Funding of £1 million has been allocated to the Wisbech Access Strategy, with a further £10.5 million conditional upon delivery of an acceptable package of measures. The Steering Group, set up Oct 2016, will make recommendations to the Economy and Environment Committee and to Fenland District Council's Cabinet, who will in turn make recommendations to the LEP (Local Enterprise Partnership) Transport Body or Greater Cambridge Greater Peterborough LEP Board.	6	2	Councillor S Hoy (Con) Councillor S Tierney (Con)	Jack Eagle Lead Transport & Infrastructure Officer  01223 703269 <a href="mailto:jack.eagle@cambridgeshire.gov.uk">jack.eagle@cambridgeshire.gov.uk</a>
<b>Woodhatch Farm Waste Recycling Site Liaison Group (Ellington)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As required	2	Councillor P Downes (LD) Councillor I Gardener (Con)	Kelly Howe Planning Assistant Mick George Ltd  07824 991151 <a href="mailto:Kellyh@mickgeorge.co.uk">Kellyh@mickgeorge.co.uk</a>

**Item: 3****ECONOMY AND  
ENVIRONMENT COMMITTEE****Minutes - Action Log**Cambridgeshire  
County Council

This is the updated minutes action log as at 2<sup>nd</sup> July 2018 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 13<sup>th</sup> JULY 2017 COMMITTEE**

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
16.	BIKEABILITY CYCLE TRAINING - LOCAL SPONSORSHIP	Mike Davies Team Leader - Cycling Projects Major Infrastructure Delivery	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.  In addition Officers were tasked with seeking local sponsorship.	A report is included on the current agenda	<b>ACTION COMPLETED</b>

# **ACTIONS FROM THE 22<sup>nd</sup> SEPTEMBER COMMITTEE 2017**

<b>MINUTE NO.</b>	<b>REPORT TITLE</b>	<b>ACTION TO BE TAKEN BY</b>	<b>ACTION</b>	<b>COMMENTS</b>	<b>STATUS</b>
40.	<b>LAND NORTH OF CHERRY HINTON SUPPLEMEN- TARY PLANNING DOCUMENT - REQUEST FOR A NEW DEVELOPMENTS FUTURE SEMINAR</b>	<b>Juliet Richardson/ Tamar Oviatt- Ham - Business Development Manager</b>	<p>Suggestions for the seminar raised included:</p> <ul style="list-style-type: none"> <li>• future proofing new homes to take account of the demands of a rising elderly population,</li> <li>• builders installing solar panels where possible</li> <li>• landscaping including where practicable, a tree planting programme.</li> </ul>	This was still to be arranged but was not now likely to take place until after the summer.	<b>ACTION ONGOING</b>

# **ACTIONS FROM THE 8<sup>th</sup> FEBRUARY 2018 COMMITTEE**

<b>MINUTE NO.</b>	<b>REPORT TITLE</b>	<b>ACTION TO BE TAKEN BY</b>	<b>ACTION</b>	<b>COMMENTS</b>	<b>STATUS</b>
88.	<b>TRANSPORT SCHEME DEVELOP- MENT</b> a) Review of Sift Process	<b>Action: Karen Kitchener Principal Transport &amp; Infrastructure Officer/ Chris Poultney</b>	a) That the process proposed would be further reviewed after a period of operation to see whether any changes were required.	The process will be reviewed in Autumn 2018.	<b>ACTION ONGOING</b>



	<b>b) Local member involvement on the A141 schemes listed</b>	<b>Karen Kitchener Principal Transport &amp; Infrastructure Officer/ Tom Fisher Transport and Infrastructure Officer</b>	b) Councillor Connor requested that he be kept informed regarding progress on the A141 schemes listed. He expressed an interest to serve on the proposed Steering Group.	As an update as at 11 <sup>th</sup> May, officers indicate that the aim of the study is to identify potential transport interventions on the A141 between the Spittals Way and Emine Way junction across to the Sawtry Way (B1090) junction in Huntingdon, Huntingdonshire to address existing capacity and safety problems whilst mitigating for future growth in the demand for travel resulting from increases in housing and employment opportunities identified in the Huntingdonshire Local Plan that is being consulted in early 2018. The project is being funded by the Combined Authority and a draft for the project is currently being developed.	<b>ACTION ONGOING</b>
<b>ACTIONS FROM THE 12<sup>TH</sup> APRIL 2018 COMMITTEE</b>					
<b>MINUTE NO.</b>	<b>REPORT TITLE</b>	<b>ACTION TO BE TAKEN BY</b>	<b>ACTION</b>	<b>COMMENTS</b>	<b>STATUS</b>

103.	MINUTE ACTION LOG	Rob Sanderson / Mike Davies	<b>Minute 16 - Bikeability Cycle Training sponsorship</b>  On asking if officers had approached 'Cambridge Assessment' on whether they could provide any assistance it <b>was agreed that the lead officer would contact Cllr Jones for more details.</b>	Councillor Jones with assistance from Councillor Kavanagh and Mike Davies had undertaken discussions with Cambridge Assessment and an update is included in the BikeabilityCycle Training Report included as item 8 on the agenda.	<b>ACTION COMPLETED</b>
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
105.	ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT	Rob Sanderson Democratic Services / Mairead Kelly Internal Audit	a) <b>To inform Internal Audit of the Committee's requirement that it should review the costs of the project and what lessons could be learnt and that their conclusions should be shared with this Committee.</b>	Internal Audit were contacted on 19 <sup>th</sup> April. The response from the Audit and Risk Manager on 20 <sup>th</sup> April confirmed that Internal Audit had already agreed (at the March Audit and Accounts Committee) to look at the Ely Bypass project as part of a review of capital budgets overspends and variations. As the intention is to look at a number of different projects, this will be a high-level review rather than an in-depth review solely looking at the Ely Bypass project.  The current expectation was that there would be a report from Internal Audit to the Audit and Accounts Committee in September.	<b>ACTION ONGOING</b>

<b>MINUTE 106.</b>	<b>CAMBRIDGE-SHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN – PRELIMINARY DRAFT.</b>	<b>Ann Barnes to liaise with Dawn Cave</b>	It was suggested that a seminar should be organised in due course with the invitation extended to not only all County Councillors, but also if practicable district councillors.	This was to be progressed after the Preliminary Consultation plan has been issued. A preliminary slot has now been included on the 19 <sup>th</sup> March 2019 Member seminar.	<b>ACTION COMPLETED</b>
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**ACTIONS FROM THE 24<sup>TH</sup> MAY 2018 COMMITTEE**

<b>MINUTE NO.</b>	<b>REPORT TITLE</b>	<b>ACTION TO BE TAKEN BY</b>	<b>ACTION</b>	<b>COMMENTS</b>	<b>STATUS</b>
<b>MINUTE 115.</b>	<b>PETITIONS -SAVE THE 46 BUS ROUTE'</b>	<b>Action Paul Nelson / Chairman</b>	As there was no appropriate report on the agenda, the Chairman informed the lead petitioner that she would receive a formal written response.	The response was sent on 8th June and the text is included below as the appendix to this Minute Action Log.	<b>ACTION COMPLETED</b>

**APPENDIX**

Dear Kathy Dougall,

Thank you for presenting your petition at the recent Environment and Economy Committee.

The position is that Stagecoach are unable to operate the through route as previously on service 46 as they have closed their depot at King's Lynn, which means that any remaining services have to operate out of either their Peterborough or March depots. The distance is too far to make it viable

to operate from Peterborough, and the March depot is quite small which limits the number of services they can provide. County Council Officers did speak to them when they first announced they were withdrawing the service, but unfortunately they were clear that it would not be commercially viable for them to continue.

Norfolk County Council have negotiated with a company called Lynx to provide a service between Wisbech and Kings Lynn, which is now in place. Before sending out a tender for the replacement service between March and Wisbech Lynx were contacted to see if they could operate their new service from March rather than Wisbech. Unfortunately they do not have enough vehicles or drivers for the extra resource required and therefore were unable to help.

Lynx were also sent a copy of the tender specification, but they declined to put in a bid. The Council only had one operator bid for the contract, which was Stagecoach, and we therefore had to accept their bid or there would have been no service provided at all. The Council appreciates that the service is at a lower level than previously and in the future officers will continue to talk to Lynx to see if their situation changes and they become in a position to provide a through link.

It was suggested at the meeting that you also send a copy of the petition to Stagecoach direct and a copy has been provided separately for you to do this if you wish to.

Regards,

Ian Bates

Chairman  
Economy & Environment C'tee  
Cambridgeshire County Council

**EXTENDING THE FUNDING ON CONTRACTED BUS SERVICES TO THE END OF THE 2018/19 FINANCIAL YEAR**

**To:** Economy and Environment Committee

**Meeting Date:** 12 July 2018

**From:** Graham Hughes - Executive Director, Place and Economy

**Electoral division(s):** All

**Forward Plan ref:** 2018/053      **Key decision:** Yes

**Purpose:** To consider extending the funding for contracted bus services until the end of March 2019

**Recommendation:** Committee is recommended to:

- a) agree to extend the funding for previously agreed subsidised contracted bus services until the end of the 2018/19 financial year, using reserves held for this purpose.
- b) delegate to the Executive Director, in consultation with the Chairman and Vice Chairman of the Committee, authority to agree with the Cambridgeshire and Peterborough Combine Authority the funding required to contract for any further bus services de-registered this financial year.

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
Name:	Paul Nelson	Names:	Councillors Bates and Wotherspoon
Post:	Public Transport Manager	Post:	Chair/Vice-Chair
Email:	Mike.davies@cambridgeshire.gov.uk	Email:	<a href="mailto:lan.bates@cambridgeshire.gov.uk">lan.bates@cambridgeshire.gov.uk</a> <a href="mailto:timothy.wotherspoon@cambridgeshire.gov.uk">timothy.wotherspoon@cambridgeshire.gov.uk</a>
Tel:	01223 715608	Tel:	01223 706398

## **1. BACKGROUND**

- 1.1 In August 2017 Economy and Environment (E&E) Committee agreed to fund replacement bus services for up to one year from local bus reserve funding. This followed a decision by Whippet Coaches to withdraw 17 bus services, which were a mixture of commercial and contracted services covering Cambridge City, Huntingdonshire and South Cambridgeshire.
- 1.2 The original one year period is approaching its end and a decision is required on whether or not to extend the funding further.

## **2. MAIN ISSUES**

- 2.1 The original decision to provide funding for these services was based on planned work to be carried out to review contracted bus services. However, this review has not taken place because a separate review has been commissioned by the Cambridgeshire and Peterborough Combined Authority (CPCA), who are the body responsible for the provision of public transport as part of the Devolution Deal. For 2018/19 the CPCA has delegated this responsibility back to Cambridgeshire County Council.
- 2.2 The CPCA review, however, is not due to report until November 2018, and this will be after the current contracts are due to expire. The outcome of the review is unknown at this stage.
- 2.3 The Council's base budget for local bus services is £1,730,839, plus an additional £301,818 available through Department for Transport's (DfT's) Bus Service Operators Grant, which is currently ring-fenced for public transport. As part of last year's Committee decision £84k was allocated from reserves to cover the additional services until the end of August 2018. This gives a total budget available of £2,116,657.
- 2.4 In order to extend the existing contracts until the end of March 2019 additional funding is required. The projected pressure from extending the temporary bus subsidies already in place, on top of the £84k already agreed from reserves, is £210,794. There is sufficient funding in reserves available to fund the additional cost of contracts of all of these until the end of March 2019. It is therefore recommended that these contracts be extended to the end of March 2019.
- 2.5 In addition to these services, more recently the Council has temporarily funded the number 46 service. At the time this funding was agreed, it was made clear that this would only be to the end of August and that the Council would request ongoing funding from the Combined Authority. The Council is awaiting the outcome from this request to fund the number 46 service to the end of the financial year at a cost of £64k and an update will be provided orally to Committee.
- 2.6 In addition, we continue to have contracts terminated by operators, along with commercial de-registrations. Contracts 196, 31 and 75 have recently been deregistered by Whippet coaches and the net cost increase is estimated to be £38k for the remainder of this financial year. Again, the Council has requested this funding from the Combined Authority and is awaiting the outcome of that request which will be reported orally to Committee.
- 2.7 In view of the ongoing possibility of further contract changes it is recommended that

authority is delegated to the Executive Director of Place and Economy, in consultation with Chairman / Vice Chairman of E&E Committee, to consider the award of any future contracts to cover for de-registrations, as long as this is within the retained budget or funded by CPCA.

- 2.8 If further funding isn't agreed contracts will need to be withdrawn which will leave some areas of the County with no local bus services and could leave residents, in particular in rural areas, without access to transport and be isolated.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

The following bullet points set 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.

#### **3.2 Helping people live healthy and independent lives**

The following bullet points set 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.

#### **3.3 Supporting and protecting vulnerable people**

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

- Not maintaining access to bus services would particularly impact on the elderly, disabled, lower income groups and isolated communities.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

The resource implications are discussed in the main body of the report.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category.

#### **4.3 Statutory, Legal and Risk Implications**

The following bullet points set 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.

#### 4.4 Equality and Diversity Implications

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

- Not maintaining access to bus services would particularly impact on the elderly, disabled, lower income groups and isolated communities.
- Not maintaining access to bus services would 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.

#### 4.5 Engagement and Communications Implications

There are no significant implications within this category.

#### 4.6 Localism and Local Member Involvement

There are no significant implications within this category.

#### 4.7 Public Health Implications

The Cambridgeshire Transport and Health Joint Strategic Needs Assessment (JSNA) reports that availability and accessibility of means of transport such as local bus routes are important enablers for travelling to services and social opportunities, especially for the most vulnerable residents. Transport is a gateway to participation and a vital element in the prevention of isolation and loneliness. Evidence shows that transport barriers can be a contributory cause of missed and cancelled health appointments, delays in care, and non-compliance with prescribed medication; leading to worse health outcomes.

Implications	Officer Clearance
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?</b>	Yes Name of Officer: Paul White
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Name of Officer: Debbie Carter-Hughes



<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Jo Shilton
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Stuart Keeble

<b>Source Documents</b>	<b>Location</b>
None	



**WATERBEACH BARRACKS AND AIRFIELD PLANNING APPLICATION**

**To:** Economy and Environment Committee

**Meeting Date:** 12<sup>TH</sup> July 2018

**From:** Graham Hughes – Executive Director, Place and Economy

**Electoral division(s):** Waterbeach

**Forward Plan ref:** 2018/041      **Key decision:** Yes

**Purpose:** To consider and approve the draft heads of terms for Waterbeach Barracks and Airfield section 106 agreement and to consider the Council's response to the amendments to the application prior to determination of the planning application by South Cambridgeshire District Council.

**Recommendation:** The Committee is requested to:

- a) Receive an update on the outline planning application;
- b) Consider and endorse the draft section 106 agreement heads of terms.
- c) Delegate to the Executive Director (Place and Economy) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the draft Heads of Terms and the Council's response to the amended planning application.

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
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## 1. BACKGROUND

- 1.1 The planning application for the redevelopment of the former Waterbeach Barracks and Airfield was submitted to South Cambridgeshire District Council (SCDC) in March 2017. This is an outline application made by Urban and Civic/Defence Infrastructure Organisation for the comprehensive development of the entire Ministry of Defence land holding at Waterbeach.
- 1.2 The Economy and Environment Committee (E and E Committee) previously considered a paper on this application on 13<sup>th</sup> July 2017 to approve the Council's response to the planning application consultation. These papers can be found by following this [link](#).
- 1.3 Since the last E&E meeting dialogue between the County Council, the applicant and SCDC has been ongoing to resolve outstanding issues relating to the application and in respect to the planning obligations (section 106 agreement) that are necessary to make the development acceptable. The purpose of this report is to 1) update the Committee on the progress of the application, 2) to appraise the Committee of the Council's response to the amended application and, particular, in relation to any holding objections, and 3) to set out and seek the Committee's agreement to the draft heads of terms.
- 1.4 For the avoidance of doubt this report only considers the application on the Airfield and Barracks site. A further planning application for the land to the east of the airfield is due by RLW and will be considered by the Committee separately.

## 2. MAIN ISSUES

### Comments on Amended Planning Application

- 2.1 The amended planning application was submitted to SCDC on 14th May. Officers have reviewed this latest submission and supporting documents in the light of comments previously made and any further issues that need to be addressed. A summary of the key issues are set out below. In some cases the proposed amendments adequately address the issues previously raised and consequently there are some areas where holding objections can be withdrawn. Where matters have not been adequately resolved it is recommended that holding objections remain in place.

### Transport

- 2.2 The evidence suggests that the site could be brought forward on a '**monitor and manage**' basis, described below:
  - **Initial Phase:** The proposals include an initial phase of 1,600 units. This phase would be accompanied with an initial, defined mitigation package that would satisfactorily address the impacts of this phase. The development will require a strong emphasis on sustainable travel and the proposed mitigation package has been designed to drive this. Trips from the development would be monitored with a view to capping the development to accord with a phase one 'trip budget'. Beyond this phase, no further development would be allowed on the site without (a) further transport assessment, and (b) agreement of additional (strategic) mitigation.

- **Future Phases:** No future phases could be developed beyond 1,600 units without agreement of further mitigation measures. The details of the future mitigation will be drawn from the emerging findings of the Combined Authority's Ely to Cambridge Strategic Study and associated workstreams, and agreed as part of a phase by phase TA process. As part of this outline application, we would secure the principle of a significant financial cap – i.e. a financial contribution towards strategic solutions to unlock future phases. This financial contribution will have flexibility in terms of how it is spent, with the fundamental purpose of supporting whichever strategic solutions are deemed most appropriate for the site/A10 area.

2.3 To clarify: A detailed mitigation package is proposed that would satisfactorily release 1,600 units. Beyond that there is a lot of flexibility regarding the future mitigation, but the developer is proposing (a) a significant financial cap to support its delivery, and (b) no development beyond 1,600 until the mitigation for future phases is agreed.

2.4 Notwithstanding the above, there are technical matters that need to be resolved before CCC is in a position to approve the evidence and to agree the initial mitigation package. These issues are highlighted in the draft comments appended to this report and are:

- Parking - Further information required - (1) Justify the proposed car parking provision, and (2) provide detail on the design of the spaces.
- Trip Rates - Confirm trip rates as there are inconsistencies in the information submitted. Further discussion is required about the assumptions on car occupancy as this will ultimately inform the total number of vehicles. The assumptions will need to be consistent with NTS data.
- Distribution and Modal Split – Information is missing from the TA and is required.
- Milton Interchange - The applicant is required to demonstrate the capacity threshold of the A14 interchange with the Highways England scheme.
- Denny End Road / A10 - The applicant is required to investigate the potential for a temporary bridge structure at this location, and to examine what further measures could be made to increase highway capacity should a bridge be built.
- Shuttle Bus - The applicant is asked to detail the charging structure for the shuttle bus service.
- Rail Package (1) - The applicant is required to demonstrate deliverability of the rail package and demonstrate support from Network Rail. Rail access improvements are key to avoiding an early dependency on a relocated station.
- Rail Package (2) - The applicant is required to detail how many of the additional rail passengers could use the community bus service, could use the additional cycle parking, and could park within walking distance of the station.

- 2.5 Further discussion and technical work is required on the mitigation package and associated designs / tests. However, in principle a mitigation package is possible. The early phase (1,600 units) mitigation package is listed in the conclusion to the attached comments. Works on the highway would be designed with a focus on 'quick wins' and minimising abortive work. The package and includes the following:

Ref	Highway Mitigation	Details
1	To undertake traffic flow monitoring of the study area and site access junction and travel surveys of the site. Details of the location and type of monitoring to be agreed with the Local Highway Authority (LHA).	S106
2	To undertake additional works at the A14 / A10 interchange should the vehicle trips from the site reach the capacity limits of the Highways England works, or if no longer term capacity solution has been identified. The details of the capacity threshold and works to be agreed with the LHA,.	S106
3	To implement prior to occupation revision to signal timings at the junctions of the Park and Ride and Butt Lane with the A10.	condition
4	To undertake capacity enhancements of the A10 between Butt Lane and the Milton P&R access should the vehicle trips from the site reach the capacity limits of the Highways England works. The details of the threshold and works to be agreed with the LHA.	S106
5	To implement prior to occupation improvements to capacity and road safety at the junctions of Landbeach Road / Humphries Way / A10. The details of the works to be agreed with the LHA.	condition
6	To implement prior to occupation improvements to capacity and road safety at the junctions of Waterbeach Road / Car Dyke Road / A10. The details of the works to be agreed with the LHA.	condition
7	To implement prior to occupation improvements to capacity and pedestrian and cycle crossing facilities at the junction of Denny End Road / A10. These works should include some or all of the following measures. A temporary bridge structure, highway improvements, and or a financial contribution towards an overall scheme. Details of the works to be agreed with the LHA.	S106 / condition (To be agreed)
8	To implement prior to occupation improvements to capacity and road safety at the junctions of Cambridge Research Park / Site Access / A10. The details of the works to be agreed with the LHA.	condition
9	To implement prior to occupation improvements to capacity at the junction of Stretham Roundabout / A10, and or make a financial contribution towards an overall scheme. The details of the works to be agreed with the LHA.	S106 / condition (To be agreed)
10	To implement within one year of the first occupation improvements	condition

	to traffic calming within the villages of Landbeach, Cottenham, Waterbeach and Horningsea to deter and or limit the use of roads within these villages. The details of the works to be agreed with the LHA.	
	<b>Cycling Mitigation</b>	
11	To implement within one year of the first occupation a 3m surfaced cycle route between Denny End Road and Green End, and along the Mere way byway between Landbeach and the Cambridgeshire Guided Busway. The details of the works to be agreed with the County Council.	condition
12	To implement prior to occupation widening of the existing footway alongside the A10 to 3m where possible between Denny End Road and Ely Road Milton. The details of the works to be agreed with the LHA.	condition
13	To implement prior to occupation improvements to cycle safety and traffic calming within Milton between Ely Road and the A14. The details of the works to be agreed with the LHA.	condition
14	To implement within one year of the first occupation improvements to cycle safety and traffic calming within Waterbeach village between Denny End Road, the railway station and along Car Dyke Road. The details of the works to be agreed with the LHA.	Condition
15	To implement prior to completion of the Cambridge to Waterbeach Greenway a link to the Greenway within the site should this be required. The details of the works to be agreed with the LHA.	condition
16	To implement prior to occupation improvements to the cycle route between Denny End Road and Cambridge Research Park. The details of the works to be agreed with the LHA.	condition
17	To implement within one year of the first occupation improved cycle links to Cottenham. This will involve the creation of new public rights of way and surfaced routes. The details of the works to be agreed with the County Council.	S106 / condition (To be agreed)
18	To implement prior to occupation of the 1,000 dwelling improved cycle links to Chittering and Lode. This will involve the creation of new public rights of way and surfaced routes. The details of the works to be agreed with the County Council.	S106 / condition (To be agreed)
	<b>Public Transport Mitigation</b>	
19	To provide a frequent service (up to 10 minutes frequency) between the site and Cambridge City Centre, as per the May 2018 Transport Assessment. Details of service operation to be provided though it would be based on an extension of existing Milton-Cambridge services.	Condition

20	To facilitate the extension of the bus route 196 into the site as per the May 2018 Transport Assessment. Details of service operation to be provided.	Condition
21	To facilitate the provision of a small bus transport hub within phase 1 where the above services and proposed shuttle service will be accessed, including a small number of parking spaces on existing hardstanding (c.100),as per the May 2018 Transport Assessment. Details to be agreed with the LHA. It is envisaged that this provision would be temporary, to align with the longer term transport plan to create a multi modal transport hub.	Condition
22	To implement prior to occupation RTPI and bus stop shelters to key bus stops within Landbeach and Waterbeach villages. To include contributions towards the future maintenance of bus stop shelters of £7,000 per shelter and £10,500 per RTPI unit. The details of the works to be agreed with the LHA.	S106 / condition
23	To facilitate the provision of an on demand/mobility bus service as per the May 2018 Transport Assessment. This is to enable links between Cambridge Research Park, the site and Waterbeach Railway Station, and for other links to the surrounding community.	Condition
24	To facilitate with Network Rail and the County Council and to implement prior to occupation improvements to the provisions for passengers at the existing Waterbeach Railway Station as per the May 2018 Transport Assessment.	Condition
25	To monitor car parking within the vicinity of the railway station and to fund the provision of additional parking controls where required.	Condition
26	To monitor bus journey times for the bus route through Landbeach and investigate options for bus priority to reduce bus journey times. To agree thresholds and measures with the LHA prior to occupation of the first dwelling.	Condition
27	To facilitate the construction of a link road to the relocated railway station prior to its opening.	S106
	<b>Other Mitigation</b>	
28	That a Travel Plan is submitted and approved by the LPA prior to occupation of the first dwelling. The travel plan should include personalised travel planning, subsidised bus travel and cycle purchase.	Condition



- 2.6 The Highway Authority requests a hold on any further development beyond Phase 1. Any future phase will require a Transport Assessment to be approved by the Local Planning Authority. The additional Transport Assessment will need to refer to strategic A10 solutions and other public transport and cycling based infrastructure that is identified within the Waterbeach Special Planning Document and Ely to Cambridge Study work.
- 2.7 Further development of the new town will be dependent on this infrastructure being implemented. The Combined Authority is leading work to advance the recommendations of the Ely – Cambridge Study regarding coordinated multi modal strategic solutions – Including consideration of the A10 upgrade, Mass Transit solutions, extensive walking and cycling routes within the immediate vicinity of public transport nodes and an on demand mobility and bus service. The aim must be to create a sustainable transport system that is so good and appealing that public transport, walking and cycle become the preferential travel choice over the car. The developer will ultimately be required to contribute, (with an overall cap to be agreed), towards the strategic solutions identified by the CA and partners (Greater Cambridge Partnership, CCC) to unlock future phases. The transport cap will be flexible in terms of how it is spent, but it *could* include contributions towards the following strategic infrastructure.

Ref	Mitigation	Details
29	A contribution towards the upgrade of the A10 between the A14 and Waterbeach. The amount to be determined and subject to agreement with the County Council.	S106
30	A contribution towards the upgrade of the A14 / 10 interchange The amount to be determined and subject to agreement with the County Council.	S106
31	A contribution towards a public transport / mass transit corridor between Waterbeach and Cambridge. The amount to be determined and subject to agreement with the County Council.	S106
32	A contribution towards the provision of improved cycle connections to Histon, Impington, Stretham, Fen Ditton and Lode (via a new bridge over the River Cam). The amount and works to be determined and subject to agreement with the County Council.	S106
33	A contribution towards a Waterbeach multi modal transport hub. At this stage there are no details agreed about this, though the relocation of the railway station provides an opportunity for interchange of public transport/mass transit, rail services, on demand/bus services and potentially cars (with an option for c.1000 parking spaces)	S106
34	Ongoing monitoring of travel behaviour and vehicle flows in the study area and any additional mitigation measures required resulting from increased traffic flows.	S106

- 2.8 There are clear limitations on the existing railway station at Waterbeach, and an opportunity exists for the two developers of the new town to work together to facilitate the prompt delivery of the new relocated railway station at the earliest opportunity. This will help deliver further development and maximise the potential of the new railway station.

### Education

- 2.9 The original application made provision for 3 primary school sites each of 3 hectares in size to accommodate up to 3 forms of entry (FE) (630 children), including early years provision on each. The amended application has reduced the amount of land reserved for expansion to 2 hectares which will provide a maximum of 11 FE. This is in line with the maximum demand of 11 FE projected using the general multipliers (25 to 35 primary aged children per 100 dwellings) in place at the time the application was submitted.
- 2.10 There has been a change to the broad location of the first primary school indicated on the parameter plan. Education officers have challenged this new location due to its proximity to the A10. Discussion with the applicant following additional noise modelling has indicated that the location is satisfactory providing appropriate noise mitigation is provided in the form of bunding and acoustic fencing. It is recommended that the County Council agrees with the new location provided that suitable conditions and planning obligations are in place to deliver and maintain the mitigation measures.
- 2.11 The County Council is supportive of the general location of the proposed schools, although the precise locations and boundaries, compliant with the Council's site specifications will need to be agreed at the detailed planning stage.
- 2.12 The application now includes land of at least 1.7 hectares safeguarded for the special school. This amendment is to be welcomed and overcomes an earlier objection by the County Council regarding the lack of provision for special needs and Post 16 provision within the development. The Council is looking to secure a site for a Post 16 facility within the adjoining RLW site.

### New Communities

- 2.13 The Council sought a commitment for more formal support and community development, especially for those more vulnerable, to ensure all people are fully integrated and welcome in the new community. This is considered necessary to help mitigate the high needs (much higher mental health needs, higher cases of domestic abuse, higher levels of crime etc.) that have been evidenced at the earlier development of other sites of this scale. The New Communities service has analysed the forecast needs arising from this development and has proposed a scheme to mitigate the impact. This will be negotiated and secured through the Section 106 agreement (see below).

## Floods and Water

- 2.14 The Floods and Water team lodged an objection to the original application relating to the site wide surface water drainage strategy. The flood risk assessment has been updated using new hydraulic modelling and since the initial objection in April 2017 the Floods and Water team has received clarification on our concerns from the applicant's drainage consultant and are able to remove the objection.
- 2.15 The revised fluvial flood extents encroach very slightly into the attenuation feature referenced as Pond 1.1 in the approved outline drainage strategy. Measures may be required at the detailed design stage to ensure that the functionality and capacity of the surface water attenuation is not compromised in this location.
- 2.16 The LPA has been asked to include conditions necessary to address the following matters:
- A strategic surface water drainage strategy for the entire site;
  - A detailed surface water scheme pursuant to each reserved matters site;
  - The implementation of the associated surface water infrastructure works in accordance with the agreed site-wide drainage strategy;
  - Approval and implementation of a scheme for the temporary storage and management of surface water on that parcel/plot prior to commencement of development.

## Public Health

- 2.17 The Public Health team has worked with the applicant in the preparation of a revised health impact statement and consequently the holding objection can be withdrawn.

## Minerals and Waste

- 2.18 The application includes the provision of 2 energy centres to contribute towards CO2 and climate change targets through local energy generation. The application provides scant details on these facilities stating that this will be provided at the detailed design stage following feasibility and viability testing.
- 2.19 The development specification (SP25) incorrectly states that the energy centres "are proposed in general locations shown on the Parameter Plan".
- 2.20 Since the outline application lacks any substantive detail of the energy centres, particularly details of the fuel and feedstock, the Waste Planning Authority is unable to make any meaningful comment on this part of the application. As such the comments made following the first consultation stand.
- 2.21 Further to the earlier response the requirement for a Detailed Waste Management and Minimisation Plan is still required and this will be secured through a condition.
- 2.22 The County Council's previous comment regarding the need to ensure the sustainable use of mineral extracted during the development complies with the adopted Minerals and Waste Core Strategy (Policy CS42). It is suggested that this can be secured through a suitable condition requiring the Construction Environmental Management Plan to include proposals for the sustainable use of mineral extracted from the site.

### Libraries and Lifelong Learning

- 2.23 The Library service has sought interim provision to cover the early stages of the development with a permanent hub library to be provided in a community building. The site, timing and arrangements for delivering this facility will be secured through the section 106 agreement (see below).

### Archaeology

- 2.24 Officers do not object to the application, but recommend that conditions are put in place to ensure the effective management of undesignated heritage assets which may be impacted by the development, including the construction phase.

### **Draft Section 106 Heads of Terms**

- 2.25 Planning obligations or Section 106 agreements are legal agreements between local planning authorities and developers in the context of the granting of planning permission. They can be both financial and non-financial (land, works in kind), and they are used when there is a requirement to address the impact of a development and the impact itself cannot be dealt with through a planning condition on the permission. The use of planning obligations is an effective tool to ensure that development meets the objectives of sustainable development as required in local and national policies.
- 2.26 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) provides that from 6th April 2010 it is unlawful for a planning obligation to be taken into account when determining a planning application if the obligation does not meet the following tests:
- Necessary to make the development acceptable in planning terms;
  - Directly related to the development; and
  - Fairly and reasonably related in scale and kind to the development.
- 2.27 Officers are working with the applicant and SCDC to progress the Heads of Terms for a S106 Agreement to secure the necessary infrastructure to make this development acceptable in planning terms.
- 2.28 Appendix 2 provides a schedule of the planning obligations that are being proposed and which are considered necessary to mitigate the impact of the development. This relates only to County Council infrastructure and services. There will also be obligations in favour of the District Council for affordable housing, open space, sport and recreation, health and community development.
- 2.29 The final heads of terms will be approved by the local planning authority prior to resolving to grant of planning permission. It is expected that the Planning Committee will be in September. It is recognised that there is further work to do on the heads of terms prior to this and whilst Appendix 2 captures the key issues Members should be mindful these will be scrutinised against the legal tests in 2.20 above and possible viability assessment of the development. The Committee is asked, therefore, to endorse the current heads of terms as set out in Appendix 2 and provide delegated authority as set out in the recommendation to conclude the negotiation.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

The development will provide employment and retail opportunities to benefit the local economy for all.

#### **3.2 Helping people live healthy and independent lives**

The application provides a range of measures to promote healthy lives, including sport, play and leisure uses. The application includes a proposal for a 600 residential care bed spaces or similar.

#### **3.3 Supporting and protecting vulnerable people**

Contributions towards community health and development workers are being sought to help support vulnerable people whilst the new community is being established.

### **4. SIGNIFICANT IMPLICATIONS**

#### **5.1 Resource Implications**

There are no further significant resource implications at this stage.

#### **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 other than the need to settle the terms of an agreement under S106 of the Town and Country Planning Act 1990 with the developers and the SCDC.

#### **5.4 Equality and Diversity Implications**

There are no significant implications within this category.

#### **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.

<b>Implications</b>	<b>Officer Clearance</b>
Have the resource implications been cleared by Finance?	Yes <del>or No</del> Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?	N/A Name of Financial Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes <del>or No</del> Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes <del>or No</del> Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes <del>or No</del> Name of Officer: Joanna Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes <del>or No</del> Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes <del>or No</del> Name of Officer: Iain Green

<b>Source Documents</b>	<b>Location</b>
South Cambridgeshire District Council planning application "Waterbeach Barracks and Airfield Outline Planning Application", reference S/0559/17/OL	South Cambridgeshire District Council planning portal: <a href="#">S/0559/17OL</a>

## Appendix 1: Transport Assessment Comments

### **Waterbeach Barracks New Town 6,500 Dwellings and Associated Land Uses**

**S/0559/17/FL**

#### **TRANSPORTATION COMMENTS**

**PREPARED BY: Transport Assessment Team**

**AUTHOR: Tam Parry**

**CHECKED BY: David Allatt**

**DATE: 23<sup>rd</sup> May 2018**

#### **HEADLINE**

##### **Headlines - Holding Objection**

- The evidence suggests that the site could be brought forward on a ‘monitor and manage’ basis, with an initial mitigation package that would satisfactorily address the development impacts of an early phase of up to 1,600 units. Trips from the development would be monitored with a view to capping the development to accord with a phase one ‘trip budget’.
- Beyond 1,600 units, no future phases could take place without agreement of further mitigation measures. The details of the future mitigation will be drawn from the emerging findings of the Combined Authority’s Ely to Cambridge Strategic Study and agreed as part of a phase by phase TA process.
- Notwithstanding the above, there are technical matters that need to be resolved before CCC is in a position to approve the evidence and to agree the initial mitigation package. These issues are summarised below:
  - Further information required regarding parking. (1) Justify the proposed car parking provision, and (2) provide detail on the design of the spaces.
  - Confirm trip rates as there are inconsistencies in the information submitted. Further discussion is required about the assumptions on car occupancy as this will ultimately inform the total number of vehicles. The assumptions will need to be consistent with NTS data.
  - Distribution and Modal Split – Information is missing from the TA and is required.
  - Milton Interchange - The applicant is required to demonstrate the capacity threshold of the A14 interchange with the Highways England scheme.

<ul style="list-style-type: none"> <li>○ <b>Denny End Road / A10</b> - The applicant is required to investigate the potential for a temporary bridge structure at this location, and to examine what further measures could be made to increase highway capacity should a bridge be built.</li> <li>○ The applicant is asked to detail the charging structure for the shuttle bus service.</li> <li>○ The applicant is required to demonstrate deliverability of the rail package and demonstrate support from Network Rail. Rail access improvements are key to avoiding an early dependency on a relocated station.</li> <li>○ The applicant is required to detail how many of the additional rail passengers could use the community bus service, could use the additional cycle parking, and could park within walking distance of the station.</li> <li>○ Further discussion is required on the mitigation package and associated designs / tests.</li> </ul>	
<b>Proposal Description:</b> <u>Accepted</u>	
<b>Study Area:</b> <u>Accepted</u>	
<b>Traffic Data:</b> <u>Accepted</u>	
<b>Trip Generation:</b> <u>Accepted</u> in principle however further information is required from the applicant required to address inconsistencies in the TA information presented. Vehicle occupancy assumptions are <u>Not Agreed</u>	
<b>Distribution and Assignment:</b> <u>Not Agreed</u> – Outstanding detail required	
<b>Assessment Scenarios and Traffic Growth:</b> <u>Accepted</u>	
<b>Modelling:</b> Paramics model structure agreed – Detail of inputs to be discussed. Other junction models are still to be agreed	
<b>Mitigation:</b> Further detail and discussion required before package can be agreed.	

## Introduction

These comments are based on the updated Transport Assessment dated May 2018 provided by Peter Brett Associates (PBA) as part of an outline application for mixed use development of 6,500 dwellings and other associated land uses for the Waterbeach new town.

The below comments are further to comments dated 18<sup>th</sup> September 2017. The applicant has undertaken additional work to address these comments, which is presented in the TA. These comments, refer to the updated TA, and also to ongoing dialogue with the applicant that might not be fully represented in the TA submitted.

This application relates only to the former airfield and barracks land and does not relate to the remainder of the site which is expected to follow as a separate application.

A Supplementary Planning Document (SPD) is being prepared to articulate the key principles for development of the new town. These comments focus exclusively to the TA. However, linkages to the SPD are evident in the mitigation strategy and wider application.



## Background

- Comment 1 The information relating to the application has been updated. This application remains a detailed application in terms of transport for the first phase, and an outline application for the total of 6,500 dwellings. The first phase remains at 1,600 dwellings, and the overall application at 6,500 dwellings. Details relating to the transport provisions after the first phase will be considered in detail at each subsequent phase.
- Comment 2 The applicant has revised the early phase proposals and reduced the expected employment of the initial phase of the development. The applicant now proposes a total of 411 jobs including those related to a primary and secondary school, hotel, office and leisure uses.
- Comment 3 The details of the design of the application site will be considered as part of future applications should approval be given for this application. However, as with Northstowe, the County and applicant have aspirations for the site which are explored in more detail with the Spatial Planning Document which is being prepared by the planning authority.
- Comment 4 Waterbeach New Town has been allocated in emerging policy SS/5 of the South Cambridgeshire Emerging Local Plan 2011 to 2031. The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) 2013 includes the transport measures that are considered necessary to enable the new town. These are explored in more detail in the reporting of the Ely to Cambridge Study published in January 2018. These reports conclude that the interventions outlined in the TSCSC are necessary to enable the new town. In terms of the early phase of development, the early provision of bus, rail and cycle infrastructure is required, along with improvements to key junctions on the A10 between the A14 and Waterbeach. In terms of the wider development, the reports outline that the A10 between the A14 and Waterbeach will need to be duelled. Further work will be required on these proposals as part of ongoing work to develop and implement these schemes.

## Existing Local Transport Network

### Walking Routes

***Headline: There is a requirement to improve walking connections between the site, Waterbeach village, and other surrounding villages.***

- Comment 5 The applicant notes that there are footways alongside many of the roads within the village, and some existing and potential footway connections between the site and Waterbeach village. Between Waterbeach and surrounding villages, the applicant notes that there are opportunities to improve the Public Right of Way Network.

### Cycling Facilities

***Headline: There is a requirement to improve cycling connections between the site and Cambridge, Waterbeach Village, Lode, Chittering, Stretham, Cottenham and Horningsea.***

- Comment 6 Waterbeach currently suffers from poor accessibility to Cambridge by bicycle. Current provision is made up of (1) a narrow footway alongside the A10 and (2) a narrow, muddy path alongside the river Cam. These facilities would not be likely to encourage the use of cycling from the development site.
- Comment 7 In terms of existing connections to surrounding villages, there are no connections for cycling between Waterbeach and Lode, Chittering, Stretham, Cottenham and Horningsea that are separate from traffic routes. The Greater Cambridge Partnership have proposals for a Greenway route between Cambridge and Waterbeach with connections to Horningsea. However, the funding and delivery of this route is not currently committed.

#### Local Public Transport Services

***Headline: There is a requirement to improve (1) buses serving the area in terms of frequency and operating hours, (2) Waterbeach rail facilities and associated access provision.***

- Comment 8 Waterbeach is served by the Citi 2, No.9 and No.196 bus services. The Citi 2 serves Waterbeach during peak times only, between 6 and 8 AM and PM. The No.9 service has only one service each hour. The No.196 has four inbound and three outbound services Monday to Friday. Whilst the applicant has demonstrated that there is spare capacity on these buses, the frequency and times of these services would not be likely to encourage the use of buses from the development site.
- Comment 9 Waterbeach station currently suffers from poor accessibility in terms of platform width, ramp gradients, lack of provision of cycle parking, limited car parking, on street parking in the surrounding area, limited platform passenger shelters and general amenities. These facilities would not be likely to encourage the use of rail from the development site.

#### Local Roads - Existing Traffic Conditions

***Headline: Study area, traffic surveys and accident analysis are agreed. Current rat running and unreliable journey times on the A10 are noted.***

- Comment 10 The study area of the applicant includes Stretham, Wilburton, Cottenham, Histon and Impington, Milton and Horningsea. **The study area is agreed.**
- Comment 11 The applicant has collected traffic flow data from the A10 and surrounding area (November 2015 and June 2016). This has been aggregated across the sites and is agreed for use in the transport models. **Existing traffic flow data is agreed.**
- Comment 12 The Ely to Cambridge Study and the applicant acknowledge that the A10 currently suffers from severe peak time congestion. This leads to vehicles seeking alternative routes through these villages ('rat running') particularly during peak times.
- Comment 13 The applicant has undertaken journey time surveys of the A10 between Stretham and the A14. This outlines that during the AM peak the journey time is most variable

southbound between Denny End Road and the A14, with a variation of between 3 to 11 minutes between Landbeach Road and the A14. During the PM peak the journey time is most variable northbound between the Cambridge Research Park roundabout and Stretham roundabout, with a variation of between 6 to 20 minutes. **These findings are replicated in the Ely to Cambridge study and are agreed.**

Comment 14 The applicant has updated the accident analysis for the study area with data for the last five years up to October 2017. This highlights that there are several key clusters of collisions in the area. On the A10 these include the junctions with Denny End Road (with 7 accidents), Car Dyke Road (with 8 accidents), Landbeach Road and Humphries Way (with 15 accidents), and the A14 (with 11 accidents). In the surrounding area clusters of particular note are Beach Road between Cottenham and Landbeach (with 4 accidents), the A10 between Chittering and Stretham (with 8 accidents). **The accident analysis is agreed.**

### **Car and Cycle Parking**

***Headline: CCC recommends that the cycle parking is agreed as it is compliant with LPA standards. CCC require additional information to (1) justify the proposed car parking provision, and (2) provide detail on the design of the spaces. It is noted that parking requirements will be assessed on a phase by phase basis.***

Comment 15 The cycle parking conforms to emerging policy of 1 space per bedroom for dwellings and for other uses. **Proposed cycle parking is within LPA standard.**

Comment 16 The applicant proposes to provide a lower than emerging policy parking ratio for the first phase with an average 1.5 spaces per dwelling including for visitor parking. This allows for one space for 1 and 2 bedroom dwellings, and 2 spaces for 3 and 4 bedroom dwellings. This is on the basis that the provisions for alternative modes of travel from the site, will limit the need for car ownership by future residents. Therefore Cambridge fringe rather than Northstowe equivalent parking standards are proposed. This is proposed to be monitored throughout the lifetime of the first phase. The parking provision for subsequent phases will need to be agreed at the time of these applications.

Comment 17 The County have reservations regarding the provision of parking, however, this is noted to be a matter to be determined by the Local Planning Authority. The 2011 Census notes that the average level of car ownership across the South Cambridgeshire District area is 1.56, and for Waterbeach in particular is lower than the average at 1.37 cars per household. The reasons for this lower car ownership are unclear. **The applicant is asked to undertake further analysis as to what reasons there are for the lower car ownership in Waterbeach, and whether these factors are likely to be replicated within the new town.**

Comment 18 A further factor to consider will be the likely layout and location of parking, as this can determine the use of the parking to be provided. This is evident in Orchard Park to the north of Cambridge where rear courtyard parking is not fully used by residents, leading to on street and pavement parking. The future layout and design of parking will be considered in more detail in the design code and detailed applications to

follow for the first phase. **The applicant is asked to undertake further analysis as to the details of the location and layout of parking within the first phase.**

## **Spreadsheet Model**

***Headline: The spreadsheet model, its inputs, growth assumptions and scenario tests are agreed.***

Comment 19 The applicant has undertaken a spreadsheet model approach to determine the existing and future transport network relating to the wider area around Waterbeach. This uses National Travel Statistics and Census data at its core and is more appropriate in this location than using the CSRM based approach. The methodology of the construction of the spreadsheet model is set out in section 8.2 of the revised TA. The spreadsheet model has been provided by the applicant and evaluated by the County in order to gain a full understanding of its construction and operation. **The principal of using the spreadsheet model, its structure and inputs are agreed.**

Comment 20 The spreadsheet model prepared by the applicant considers all of the existing transport movements by mode to and from Waterbeach and in the surrounding area. It adds future committed developments to these movements. The committed developments for both employment and housing are agreed. A comparison of the growth predicted in the spreadsheet model and Temprow, (used in the CSRM modelling) has been undertaken. This shows that the growth in the spreadsheet model is in excess of that in Temprow. **The growth predicted in the spreadsheet model is agreed.**

Comment 21 The scenarios tested are agreed and include a 2021 baseline and with the first phase, and a 2031 baseline and with the full development, and full allocated development for the site. **The scenario test years are agreed.**

## **Forecast Trip Generation**

***Headline: The trip generation information in the TA is inconsistent with the spreadsheet model – The applicant is required to use the spreadsheet model figures, which have been discussed in detail. Note that the developer would be required to monitor trips from the site on an ongoing basis – The developer will be required to agree to a capped ‘trip budget’ based on the total number of vehicle trips that can be satisfactorily mitigated.***

### **Total Person Trip Rates**

Comment 22 This section reviews the trip generation and distribution resulting from the first phase of development of 1,600 dwellings. The applicant outlines in Chapter 13 the trip generation from the first phase of development and full application of 6,500 dwellings.

The figures in tables 13.1 to 13.8 in the TA and Figures 13.1-13.2 from the TA are not the latest agreed figures (i.e. the spreadsheet model figures) – so cannot be agreed.

The spreadsheet model figures forecast 496 internal trips and 1329 external trips (772 out and 557 in) giving a total of 1825 total person trips in the AM peak. For the PM peak there are 260 internal trips and 1,628 external trips (755 out, 873 in) giving 1,888 total person trips. The total person trip rates from the spreadsheet are comparable with other large developments and are accepted in principle. **Before these can be agreed the applicant is asked to confirm the above trips and trip rates.**

Comment 23 For the full application development the spreadsheet model determines that there will be 3216 internal trips and 4,304 external trips (2,252 out, 2,052 in) giving a 7,520 total person trips in the AM peak. For the PM peak there are 1401 internal trips and 4,005 (1,534 in, 2,471 out) external trips giving a total of 5,406 trips. **Before these can be agreed the applicant is asked to confirm the above trips and trip rates.**

Comment 24 Overall the spreadsheet model has predicted a higher amount of trips in the AM and PM peaks to those predicted by the CSRM model in the Ely to Cambridge Study.

#### Internalisation Rates

***Headline: Trip internalisation rates are based on the NTS data and are accepted, noting that these will be monitored to inform future assumptions for future phases.***

Comment 25 For the first phase the internal trips are principally related to education based trips. These account for 27% of all trips in the AM peak and 14% in the PM peak. For the whole application site the internalisation rate is predicted to increase to 43% of all trips in the AM peak and 28% in the PM peak, due to a greater amount of land uses within the new town. **Internalisation rates are based on the NTS data and are accepted, noting that these will be monitored to inform future assumptions for future phases.**

#### **Forecast Trip Distribution**

***Headline: Distribution information is not clearly provided in the TA and is required by CCC.***

Comment 26 This is not detailed in TA report in detail. From additional information provided by the applicant, the distribution has a bias of 77% of car driver and passenger trips going south towards in the AM peak, and 80% approaching from the south in the PM peak. **The applicant is asked to detail the distribution to and from the site in the peak periods for the first phase in particular, including any analysis of non A10 routes.**

#### **Forecast Mode Split**

***Headline: Mode share information is not clearly provided in the TA and is required by CCC.***

Comment 27 **The applicant is asked to detail a mode split table of proportion of trips made by each mode from the spreadsheet model. This needs to separate out the different PT modes and also needs to break down 'car/passenger' include 'number of cars'.**

Comment 28 The mode split has initially been taken from the spreadsheet model which first makes a distinction between which trips could be made by walk and cycle, followed by which trips are made between car and public transport. The applicant has also provided additional information further to the revised TA.

Comment 29 Of the 772 trips leaving the site in the AM peak the model outlines a mode share of 7% for cycle (53), 8% for public transport (58) and car 86% (661) of which 371 (48%) is car driver and 290 (38%) is car passenger (i.e. 371 cars and 1.8 people per car). **CCC requires assumptions on car occupancy to be consistent with NTS data (i.e. 1.2 people per car).**

Comment 30 Of the 873 trips entering the site in the PM peak 87% (673) are cars of which 454 (52%) is car driver and 129 (15%) is car passenger with 1.2 passengers per car, 6% are cycle (52) and 7% are public transport (58). For internal trips, the mode share for walking and cycling is much higher at 73% in the AM peak and 60% in the PM peak.

Comment 31 The cycle proportions have been informed by Cambridge based census data and a sensitivity test has been undertaken that takes into account the potential for the proportion of cycling trips to Cambridge and nearby locations to increase. The rationale and inputs to this sensitivity test are agreed. The sensitivity test includes an increase in the mode share of cycling from residents of the first phase, a mode switch from car to other modes for existing residents in the locality, and the reassignment of vehicles away from the A10 due to the improvements to the A14.

Comment 32 The changes to mode share for residents of the site results in an increase in the sustainable trip proportion from 12% to 16%, and a corresponding reduction in the proportion of car driver and passenger trips from 88% to 84%. **The applicant is asked to detail a mode split table of proportion of trips made by each mode from the spreadsheet model. This needs to separate out the different PT modes and also needs to break down 'car/passenger' include 'number of cars'.** This results in the potential of a reduced vehicle generation from the first phase of 43 vehicles in the AM peak leaving the site, and 71 vehicles entering the site in the PM peak.

Comment 33 In terms of the potential for mode switch from residents and employees in the locality, additional information from the applicant notes that 220 trips could switch from car driver and passenger to sustainable modes in the AM peak, and 190 trips in the PM peak.

Comment 34 In terms of the potential for the reassignment of vehicles from the A10 additional information from the applicant notes that 213 trips could reassign from car driver and passenger on the A10 to sustainable modes in the AM peak, and 286 trips in the PM peak.

## Forecast Trip Impacts

***Headline: Vehicular trips will predominantly use the A10 and A14. The primary destination for public transport and cycling demand is Cambridge. A micro-simulation model has been***

***produced as well as individual junction models based on the robust core test. These tools have informed, and allowed the testing of proposed highways mitigation.***

Comment 35 The bias of trips towards Cambridge to and from the site results in the main route for vehicles trips being the A10 and A14, with the predominant destination for public transport and cycling trips being Cambridge. This results in impacts at several junctions including Cambridge Research roundabout, Denny End Road, Car Dyke Road, Landbeach Road / Humphries Way and the A14. North of Waterbeach the main impacts of the proposals are at the Stretham roundabout.

Comment 36 The applicant has completed a micro-simulation model of the A10 corridor to understand how traffic moves between Waterbeach and the A14. This is due to the linked nature of queues from one junction to another that lead to slow moving traffic along this stretch of the A10. Several junctions have also been modelled in more detail to assess the mitigation proposed. These junctions include:

- A14 / A10
- Park and Ride and Butt Lane / A10
- Landbeach Road / Humphries Way / A10
- Denny End Road / A10
- Cambridge Research Park / A10
- Stretham Roundabout

The proposed mitigation at these junctions has been modelled with the higher traffic flows using the aggregated traffic data collected, with the committed development and application flows added for 2021 ('core test'). This is a more robust analysis than using the lower flows resulting from the sensitivity test detailed above.

## **Mitigation Strategy and Proposed Measures**

***Headline: A clear mitigation package is proposed for phase one. The details of this need to be discussed further with the applicant. A 'Monitor-and-Manage' approach is proposed for future phases based on the principle of the developer supporting the delivery of strategic measures identified as part of the A10 work.***

Comment 37 The applicant proposes a comprehensive package of mitigation to address the impacts of the development on the A10 corridor. This mitigation package will be of benefit to the site as well as those working at Cambridge Research Park, and existing communities of Landbeach, Waterbeach and Milton.

The mitigation package is an initial package of measures for the first phase of development, but will also be of benefit to future phases of the development. As part of the Monitor-and-Manage approach, the developer will be required to commit to a transport cap for future mitigation/strategic measures. The future mitigation is to be considered on a phase by phase basis, with no further development beyond phase one until the mitigation for the subsequent phase(s) is agreed.

It is likely that the cap will be spent on those measures identified by the Ely to Cambridge Study, including strategic A10 measures, a rapid public transport connection to Cambridge, provision of a relocated railway station with park and rail



facilities, a greenway cycle link to Cambridge and wider cycle connections to the surrounding villages.

The package of measures for the first phase are discussed in more detail below.

## Highway Mitigation

A14 / A10 Junction – ***Highways England's committed scheme provides some additional capacity. However, additional capacity enhancements to the junction could be required within the first phase, and this will need to be explored further.***

Comment 38 Highways England proposals as part of the Huntingdon to Cambridge Scheme improves the capacity of this junction, and has been designed to accommodate the traffic resulting from 1400 dwellings at Waterbeach. This is most of the first phase of development. The scheme includes a new off-slip for northbound traffic leaving the A14 to join the A10, and a wider southbound overbridge to increase capacity for southbound traffic.

These changes have been modelled by the applicant in Linsig and this model shows that there is limited impact of the development flows at the junction in the AM and PM peaks. However, with this scheme in place there are several links at capacity, indicating that the scheme is at its limits of capacity with the first phase of development. Those links with congestion include the A14 southbound entry and Cambridge Road in the AM peak and PM peaks, the A14 westbound slip road in the AM peak, and Milton Road in the PM peak.

As a result of this congestion, it is possible that further mitigation measures may be required to increase capacity at this junction towards the end of the first phase of development. These measures have been modelled by the applicant, to gain a better understanding of the benefits of additional mitigation. This modelling shows that the measures that are most related to Waterbeach related traffic include widening of the A10 southbound entry, signalisation of the Cambridge Road entry, and increases to the capacity on the southern side of the junction.

The additional mitigation proposed by the applicant is most likely to be required following the first phase of development, but elements of the package could be bought forward earlier. This includes the measures to the north side of the junction in particular. **The applicant is asked to define the capacity of the interchange, in terms of traffic flows to and from the A10. The applicant is asked to define what additional capacity within phase 1 could be implemented if required.**

Park and Ride / Butt Lane with A10 – **Mitigation Agreed subject to detailed design**

Comment 39 A review of the signal timings is proposed at this junction to improve its capacity. This is agreed.

Landbeach Road / Humphries Way / A10 – **Mitigation Agreed subject to detailed design**

Comment 40 This junction is an accident cluster location, and is also where the bus route is proposed to enter the A10 from Landbeach Road. An increase in traffic at this



location resulting from the application is likely to result in increased risk of collisions, and difficulty for southbound buses to exit Landbeach Road and turn right onto the A10.

To address these issues the applicant proposes to signalise this junction. This will make the junction safer for vehicles making a turning movement at the junction, and enable priority to be given to buses exiting from Landbeach Road. This signal layout of the junction is broadly agreed, and the modelling of this layout demonstrates that the revised junction layout will have sufficient capacity. This mitigation is agreed.

Car Dyke Road / Waterbeach Road / A10 – **Mitigation Agreed subject to detailed design**

Comment 41 The proposals for the improved cycle route to Cambridge along the Mere Way is likely to result in an increase in pedestrians and cyclist crossing the A10 at this junction. There is no pedestrian crossing facility at present. The applicant proposes the installation of a Toucan crossing. This is agreed.

Denny End Road / A10 - **Mitigation Agreed: Subject to further discussion regarding the preferred solution – most likely to be a bridge solution. Further detail required from the applicant.**

Comment 42 The applicant proposes a pedestrian / cycle crossing at this junction. This gives access to the cycle route to the Mere Way from the development.

The design of this junction is compromised by narrow islands for the pedestrian and cycle crossing. This will result in limited storage room for cycles, as well as the need to cross the A10 in several movements. This will result in a delay to users crossing the A10, over and above that which would normally be acceptable. To have a pedestrian crossing that allowed for crossing the A10 in one movement would not be possible as this would result in a significant loss of capacity at this junction.

As a result the preferred option at this junction is for a bridge structure to be built to enable pedestrians, cyclists and equestrians to cross the junction. This could then be moved or made permanent when the final alignment of the A10 is known. This will also allow for changes to the junction to be made that would increase its capacity, to address the additional traffic resulting from the application.

Comment 43 Further design work is being undertaken as part of the Ely to Cambridge Study at this junction to examine the potential for a solution that would increase the highway capacity. It is considered that a solution is possible, however, further design work is required at this location. **The applicant is asked to investigate the potential for a temporary bridge structure at this location, and to examine what further measures could be made to increase highway capacity should a bridge be built.**

Cambridge Research Park / A10 – **Mitigation Agreed subject to detailed design**

Comment 44 The design of this junction has been approved by Highways Development Management and includes a Toucan crossing to the south of the roundabout for

pedestrians and cyclists to be able to access the Cambridge Research Park. The design of this roundabout is to accommodate the first phase of the development. Further to this phase additional changes to the roundabout will be required to accommodate the higher vehicles flows in future phases. These changes can be secured once the final alignment of the A10 is known.

Stretham Roundabout / A10– **Mitigation Agreed in principle: Subject to further discussion regarding the preferred solution**

Comment 45 The applicant has highlighted that there are existing queues northbound from the site to this roundabout during the PM peak. To mitigate the impact of the development traffic flows the applicant has proposed part-time PM peak only traffic signals on Wilburton Road. The County have reservations with regards to the design of this measure. However, the need for mitigation during the PM peak is agreed at this junction.

Comment 46 Further design work is being undertaken as part of the Ely to Cambridge Study at this junction to examine the potential for a solution that would increase the highway capacity. It is considered that a design solution is possible, and it is expected that this can be agreed with the applicant.

## **Cycling Mitigation**

Connections to Cambridge – **Mitigation Agreed subject to detailed design**

Comment 47 The applicant has proposed to provide a new cycle route between the site and Cambridge with an upgrade to the surface of the Mere Way byway with a 3m wide surfaced path. This will connect to a new cycle path across County Farm land between Denny End Road and Landbeach. The provision of this facility is welcomed, as it will allow for a much improved cycling connection to Cambridge from the site. The detailed design of this scheme will need to be agreed with the County prior to its construction. **The Mere Way Cycle Mitigation is agreed subject to detailed design**

Comment 48 The existing footway alongside the A10 between Car Dyke Road and Ely Road Milton is narrow and not easy for cycling along. The applicant proposes to widen this path to 3m width to improve its use for cycling, and to provide enhancements to the route through Milton. The principal of these improvements is agreed, and this will allow for a much improved cycling connection to Cambridge from the site. The detailed design of this scheme will need to be agreed with the County prior to its construction. **The A10 Cycle Mitigation is agreed subject to detailed design**

Comment 49 Waterbeach will benefit from the future implementation of a Greenway by the Greater Cambridge Partnership linking Waterbeach to the Cambridge north area. This will complement the mitigation measures described above. **CCC requires that the site connects to the Greenway route.**

Connections to surrounding villages– **Mitigation Agreed subject to detailed design**

- Comment 50 The applicant proposes two Toucan crossings over the A10. One to the south of the Cambridge Research Park roundabout, and a second at Car Dyke Road to gain access to Landbeach. These will provide much needed improved connections to Cambridge Research Park and to Landbeach from Waterbeach village. (An access route is to be provided through the site to connect from Waterbeach to the Cambridge Research Park). **The need for this mitigation is agreed.**
- Comment 51 An improved cycle connection to Cottenham is an essential part of the mitigation for the site. This may be achieved through work being undertaken by the Cambridge Research Park, but additional support from the applicant will be required should this not be occur. **The need for this mitigation is agreed.**
- Comment 52 An improved cycle connection to Chittering and Lode is an essential part of the mitigation for the site. This will need to be achieved in future phases beyond the first phase. This may be achieved through work being undertaken by the County, but additional support from the applicant will be required should this not be possible. **The future need for this mitigation is agreed.**
- Comment 53 An improved connection to Horningsea and Fen Ditton will be made possible by the strategic solution to the A10 and the route through Milton. **This is agreed.**
- Comment 54 Improvements to the cycle route through the village of Waterbeach is to be made by the applicant. These will be determined with the Parish Council, but will aim to reduce vehicle speeds and improve safety for cycling through the village to the railway station. The principal of these improvements is agreed, and this will allow for an improved cycling connection to the railway station and potentially beyond to Lode. The detailed design of this scheme will need to be agreed with the County prior to its construction. **Mitigation Agreed subject to detailed design**

## **Public Transport Mitigation**

### Bus Mitigation

- Comment 55 The applicant proposes to extend the existing Park and Ride buses from Milton Park and Ride to the site. These will route via Landbeach, Cambridge Research Park and the site and not through Waterbeach village itself. The frequency of the buses will initially be two an hour up to the occupation of 499 units, 3 an hour up to 874 units, and six an hour after the occupation of 875 units. The provision of a bus service with this frequency early on in a development is welcomed. It is considered that serving Waterbeach village would also be beneficial. **Mitigation Agreed – The applicant is required to explore the potential of serving Waterbeach Village as well.**
- Comment 56 The applicant proposes to extend the existing 196 bus service to the site. Whilst this service has few peak time journeys, its extension does allow for connections to north east Cambridge. **Mitigation Agreed**
- Comment 57 The applicant proposes a temporary park and ride to help intercept cars from the A10 heading for Cambridge. This is as per the policy and will be complementary to the above bus service. **Mitigation Agreed**

Comment 58 The applicant proposes to improve key bus stop facilities in Landbeach and Waterbeach. This is help encourage existing residents to use the bus. **Mitigation Agreed**

Comment 59 The applicant proposes a community bus service that will facilitate improved links to the existing railway station, a school service between Waterbeach and Cottenham when required, and a community bus link to other nearby villages and Cambridge. This will help future and existing residents to use the bus. **Mitigation Agreed -The applicant is asked to detail the charging structure for this service.**

#### Rail Mitigation

Comment 60 The TA does not suggest a dependency on a relocated station, though it is supportive of such a scheme. Whether there is a dependency or not would be determined by what access improvements are possible at the existing station. The applicant proposes a series of improvements to Waterbeach railway station. These are required for implementation prior to the opening of the relocated railway station. The County fully supports the relocation of the railway station, and also any improvements to the existing railway station that can be achieved before then.

Comment 61 The improvements to the railway station include the following measures:

- Bus bay with footway and bus stop flag;
- Measures to deter inappropriate parking;
- Additional 25 parking spaces;
- Additional shelters and ticket machines for passengers;
- Upgraded pedestrian access to both platforms;
- Additional cycle parking adjacent to both platforms;
- New footbridge over the railway;
- Upgrade of half width barriers to full width barriers;

Comment 62 Whilst these measures to improve the railway station are comprehensive, they have not been tested with Network Rail. As a result, and without their endorsement, it is not possible to fully support these proposals. The County will support any of the above proposals that can be supported by Network Rail. **The applicant is required to demonstrate deliverability of the rail package and demonstrate support from Network Rail.**

Comment 63 If completed prior to the opening of the relocated railway station, the first phase of development could result in an additional 160 passengers using the railway, if based on current usage in Waterbeach. It is not currently clear whether this number of additional passengers can be accommodated at the railway station. The applicant is asked to discuss these proposals with Network Rail, and to determine which if any of the listed proposals could be implemented in the short term. **The applicant is also asked to detail how many of the additional rail passengers could use the community bus service, could use the additional cycle parking, and could park within walking distance of the station.**

Comment 64 CCC and partners have emphasised the opportunities regarding the relocated station. Should it come forward during phase one, the developer should work closely

with Network Rail and the ultimate station developer to provide an access route to the A10 and a complementary park and ride.

## Travel Planning

Comment 65 The applicant proposes to undertake travel planning for new residents and employees of the site. This is agreed and should include personalised travel planning.

Comment 66 As part of the travel plan, the applicant should offer incentives that promote bus travel, including the provision of free or subsidised tickets.

## Post-Phase One Mitigation

### Monitor and Manage Approach

Comment 67 The applicant's proposed junction improvements and the committed Highways England works at the A14 junction will provide a limited capacity increase on the A10, potentially unlocking an early phase of development, prior to the delivery of a strategic solution on the A10.

**The applicant is required to demonstrate the capacity threshold of the A14 interchange with the Highways England scheme.** This will inform the cap on vehicle trips to be generated by the development within the first phase.

Comment 68 The Highway Authority requests a hold on any further development beyond Phase 1. Any future phase will require a Transport Assessment to be approved by the Local Planning Authority. The additional Transport Assessment will need to refer to strategic A10 solutions and other public transport and cycling based infrastructure that is identified within the SPD and Ely to Cambridge Study. Further development of the new town will be dependent on this infrastructure being implemented.

Comment 69 The Combined Authority is leading work to advance the recommendations of the Ely – Cambridge Study regarding multi modal strategic solutions. The developer will ultimately be required to contribute towards the strategic solutions identified by the CA and partners (Greater Cambridge Partnership, Greenways) to unlock future phases.

## Indicative Heads of Terms First Phase of Development

Comment 70 Having reviewed the relative impacts of the development on the A10 corridor the following mitigation package is considered to be essential to mitigate the first phase of the development up to a potential 1,600 dwellings and therefore would seek to be agreed with the applicant as follows. Note the details of this package will be subject to further discussion:

Ref	Highway Mitigation	Details
1	To undertake traffic flow monitoring of the study area and site access junction and travel surveys of the site. Details of the location and type of monitoring to be agreed with the Local Highway Authority (LHA).	S106

2	To undertake additional works at the A14 / A10 interchange should the vehicle trips from the site reach the capacity limits of the Highways England works, or if no longer term capacity solution has been identified. The details of the capacity threshold and works to be agreed with the LHA.	S106 Direct Delivery
3	To implement prior to occupation revision to signal timings at the junctions of the Park and Ride and Butt Lane with the A10.	condition
4	To undertake capacity enhancements of the A10 between Butt Lane and the Park and Ride access should the vehicle trips from the site reach the capacity limits of the Highways England works. The details of the threshold and works to be agreed with the LHA.	S106 Direct Delivery
5	To implement prior to occupation improvements to capacity and road safety at the junctions of Landbeach Road / Humphries Way / A10. The details of the works to be agreed with the LHA.	S106 Direct Delivery
6	To implement prior to occupation improvements to capacity and road safety at the junctions of Waterbeach Road / Car Dyke Road / A10. The details of the works to be agreed with the LHA.	S106 Direct Delivery
7	To implement prior to occupation improvements to capacity and pedestrian and cycle crossing facilities at the junction of Denny End Road / A10. These works should include some or all of the following measures. A temporary bridge structure, highway improvements, and or a financial contribution towards an overall scheme. Details of the works to be agreed with the LHA.	S106 Direct Delivery
8	To implement prior to occupation improvements to capacity and road safety at the junctions of Cambridge Research Park / Site Access / A10. The details of the works to be agreed with the LHA.	S106 Direct Delivery
9	To implement prior to occupation improvements to capacity at the junction of Stretham Roundabout / A10, and or make a financial contribution towards an overall scheme. The details of the works to be agreed with the LHA.	S106 Direct Delivery
10	To implement within one year of the first occupation improvements to traffic calming within the villages of Landbeach, Cottenham, Waterbeach and Horningsea to deter and or limit the use of roads within these villages. The details of the works to be agreed with the LHA.	S106 Direct Delivery
<b>Cycling Mitigation</b>		
11	To implement within one year of the first occupation a 3m surfaced cycle route between Denny End Road and Green End, and along the Mere way byway between Landbeach and the Cambridge Guided Busway. The details of the works to be agreed with the County Council.	condition
12	To implement prior to occupation widening of the existing footway alongside the A10 to 3m where possible between Denny End Road and Ely Road Milton. The details of the works to be agreed with the LHA.	condition
13	To implement prior to occupation improvements to cycle safety and traffic calming within Milton between Ely Road and the A14. The details of the works to be agreed with the LHA.	condition
14	To implement within one year of the first occupation improvements to cycle safety and traffic calming within Waterbeach village between	Condition

	Denny End Road, the railway station and along Car Dyke Road. The details of the works to be agreed with the LHA.	
15	To implement prior to completion of the Cambridge to Waterbeach Greenway a link to the Greenway within the site should this be required. The details of the works to be agreed with the LHA.	condition
16	To implement prior to occupation improvements to the cycle route between Denny End Road and Cambridge Research Park. The details of the works to be agreed with the LHA.	condition
17	To implement within one year of the first occupation improved cycle links to Cottenham. This will involve the creation of new public rights of way and surfaced routes. The details of the works to be agreed with the County Council.	S106 / condition (To be agreed)
18	To implement prior to occupation of the 1,000 dwelling improved cycle links to Chittering and Lode. This will involve the creation of new public rights of way and surfaced routes. The details of the works to be agreed with the County Council.	S106 / condition (To be agreed)
<b>Bus Mitigation</b>		
19	To facilitate the extension of the Milton Park and Ride bus service to the site as per the May 2018 Transport Assessment. Details of service operation to be provided.	Condition
20	To facilitate the extension of the bus route 196 into the site as per the May 2018 Transport Assessment. Details of service operation to be provided.	Condition
21	To facilitate the provision of a Park and Ride within the first phase of development as per the May 2018 Transport Assessment. Details to be agreed with the LHA.	Condition
22	To implement prior to occupation RTPI and bus stop shelters to key bus stops within Landbeach and Waterbeach villages. To include contributions towards the future maintenance of bus stop shelters of £7,000 per shelter and £10,500 per RTPI unit. The details of the works to be agreed with the LHA.	S106 / condition
23	To facilitate the provision of a community bus service as per the May 2018 Transport Assessment. This is to enable links between Cambridge Research Park, the site and Waterbeach Railway Station, and for other community uses.	Condition
24	To facilitate with Network Rail and the County Council and to implement prior to occupation improvements to the provisions for passengers at the existing Waterbeach Railway Station as per the May 2018 Transport Assessment.	Condition
25	To monitor car parking within the vicinity of the railway station and to fund the provision of additional parking controls where required.	Condition
26	To monitor bus journey times for the bus route through Landbeach and investigate options for bus priority to reduce bus journey times. To agree thresholds and measures with the LHA prior to occupation of the first dwelling.	Condition
27	To facilitate the construction of a link road to the relocated railway station prior to its opening.	S106
<b>Other Mitigation</b>		
28	That a Travel Plan is submitted and approved by the LPA prior to	Condition

	occupation of the first dwelling. The travel plan should include personalised travel planning, subsidised bus travel and cycle purchase.	
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### Indicative Heads of Terms of Full Development

Comment 71 For the outline approval of the application for 6,500 dwellings and associated other land uses the following mitigation package is considered to be essential to mitigate the full application development of 6,500 dwellings. Note that the mitigation post 1,600 dwellings is to be considered on a phase by phase basis, with an overall cap on the mitigation based on contributions towards the following:

Ref	Mitigation	Details
29	A contribution towards the upgrade of the A10 between the A14 and Waterbeach. The amount to be determined and subject to agreement with the County Council.	S106
30	A contribution towards the upgrade of the A14 / 10 interchange The amount to be determined and subject to agreement with the County Council.	S106
31	A contribution towards a public transport corridor between Waterbeach and Cambridge. The amount to be determined and subject to agreement with the County Council.	S106
32	A contribution towards the provision of improved cycle connections to Histon, Impington, Stretham, Fen Ditton and Lode (via a new bridge over the River Cam). The amount and works to be determined and subject to agreement with the County Council.	S106
33	A contribution towards a Waterbeach transport hub / Park and Ride facility.	S106
34	Ongoing monitoring of travel behaviour and vehicle flows in the study area and any additional mitigation measures required resulting from increased traffic flows.	S106



## Appendix 2: Draft Section 106 Heads of Terms

Infrastructure	Project Details and Delivery	Contribution
Early Years	<ul style="list-style-type: none"> <li>Provision of space in each primary school</li> <li>Provision of EY facility in a multi-purpose community hall or standalone unit</li> <li>Obligation to market a site and progress to lease on reasonable commercial terms</li> </ul>	<ul style="list-style-type: none"> <li>Included in capital cost of primary school</li> </ul>
Primary	<ul style="list-style-type: none"> <li>Land and capital funding for 3no. primary schools (with early years) to provide a minimum 9 forms of entry – 9 hectares</li> <li>Additional land to be safeguarded for expansion subject to education review mechanism for a further 2 forms of entry – 2 x 1 hectare</li> </ul>	Indicative costs (4Q2017): <ul style="list-style-type: none"> <li>3FE + 3EY classes - £12,460,000</li> <li>4FE + 4EY classes - £15,360,000</li> <li>3FE (4FE core) + 3EY - £13,280,000</li> <li>1FE expansion – £2,080,000</li> </ul>
Secondary	<ul style="list-style-type: none"> <li>Land and capital funding for 1no. 8 form of entry secondary school – 8.5 hectares</li> <li>A further 2 hectares safeguarded for potential expansion if required.</li> </ul>	Indicative costs (4Q2017) <ul style="list-style-type: none"> <li>8FE - £30,000,000</li> <li>3FE expansion - £13,500,00</li> </ul>
Post 16	<ul style="list-style-type: none"> <li>Capital contribution towards 400 place Post 16 facility on adjoining development site</li> <li>Need to be determined by Education Review Mechanism</li> </ul>	<ul style="list-style-type: none"> <li>400 place - £13,300,000</li> <li>Pro rata capital contribution to be agreed with both developers</li> </ul>
Special Education Needs	<ul style="list-style-type: none"> <li>Land and capital contribution towards 110 place SEN</li> <li>Safeguarded land – 1.7 hectares</li> <li>Need to be determined by Education Review Mechanism</li> </ul>	<ul style="list-style-type: none"> <li>110 place - £15,650,000</li> <li>Pro rata capital contribution to be agreed with both developers</li> </ul>
Library	<ul style="list-style-type: none"> <li>Financial contribution towards interim library provision</li> <li>Provision of 1,000sqm for hub library to be located in multipurpose community centre.</li> <li>Developer to construct community centre, and 1) fit out to LLL specification, or 2) financial contribution towards fit out.</li> </ul>	<ul style="list-style-type: none"> <li>Interim library - £28,920</li> <li>Hub library –developer to build with fit out costs to be agreed</li> </ul>
Collaborative Early Support	<ul style="list-style-type: none"> <li>A combination of measures and support projects to develop a healthy and resilient community.</li> <li>Focus on tackling mental health and</li> </ul>	<ul style="list-style-type: none"> <li>£1,870,757</li> </ul>

Infrastructure	Project Details and Delivery	Contribution
	social problems especially associated with the early stages of new communities	
Transport	<ul style="list-style-type: none"> <li>• First Phase of Development</li> <li>• Full Development</li> </ul>	<ul style="list-style-type: none"> <li>• See Appendix 1 (Comment 70)</li> <li>• See Appendix 1 (Comment 71)</li> </ul>

**LAND NORTH OF CHERRY HINTON – OUTLINE PLANNING APPLICATION  
CONSULTATION RESPONSE**

**To:** Economy and Environment Committee

**Meeting Date:** 12th July 2018

**From:** Graham Hughes - Executive Director, Place and Economy

**Electoral division(s):** Cherry Hinton and Fulbourn

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

**Purpose:** To consider the Council's response to an outline planning application for 1200 new homes at Land North of Cherry Hinton.

**Recommendation:** Committee is asked to consider and endorse the response previously submitted by Officers.

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
Name:	Juliet Richardson	Names:	Councillors Bates and Wotherspoon
Post:	Head of Growth & Development	Post:	Chair/Vice-Chair
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## 1. BACKGROUND

- 1.1 Proposals for between 10-12,000 new homes have long been established at Cambridge East through the adopted Cambridge East Area Action Plan (2008) and policies in the emerging Local Plans for Cambridge and South Cambridgeshire. A Land North of Cherry Hinton Supplementary Planning Document (SPD) (Final Draft) has also been approved by the respective councils in February and March 2018 for adoption with their Local Plans in due course.
- 1.2 The Cambridge East development proposal comprises three land areas being, (1) Land North of Newmarket Road, (2) Cambridge Airport and (3) Land North of Cherry Hinton. All are within full or part ownership of Marshalls. Whilst development of the airport site is on hold until at least 2031, development at Land North of Newmarket Road (1,300 dwellings) and Land North of Cherry Hinton (1,200 dwellings) can proceed in advance of that site.
- 1.3 Outline planning permission (S/2682/13) for Land North of Newmarket Road was granted in November 2016 and now outline planning permission is being sought for Land North of Cherry Hinton (18/0481/OUT).
- 1.4 Land North of Cherry Hinton (hereafter LNCH) is located to the south east of Cambridge Airport between the northern edge of Cherry Hinton and Teversham. It will form a new neighbourhood for Cherry Hinton. Diagram 1 below shows the location of the site in relation to Cambridge city centre.

Diagram 1: Land North of Cherry Hinton (Source: Application plans)



- 1.5 The 47 hectare site is currently in agricultural use and is being jointly promoted by Marshall and Endurance Estates. It straddles the boundary of Cambridge City and South Cambridgeshire Councils.
- 1.6 In summary, the development will provide:-
- Up to 1,200 homes;
  - Primary school (420 places);
  - Secondary school (600 places initially);
  - Local centre and community hub; and
  - Open space.
- 1.7 The development is broadly consistent with national and local planning policy and will contribute significantly to the growth agenda for Cambridge City and South Cambridgeshire. The planning application is supported in principle, subject to agreeing the below comments, securing planning obligations through a section 106 agreement, planning conditions and any other legal agreement necessary to make the development acceptable in planning terms.

## **2. MAIN ISSUES**

- 2.1 Prior to submission of the planning application, pre-application and SPD discussions were held with Council officers to determine the main issues for the development site. They included the treatment of traffic movements both through and around the development and provision for education infrastructure both for the development and wider Cambridge east area.
- 2.2 Extensive debate, which included consultation with the general public and local and lead Members from all the local authorities, surrounded whether or not there should be a through road between Coldham's Lane and Cherry Hinton Road. It was decided on balance that a through road would be provided. This approach will need careful design of the road hierarchy to ensure the delivery of a people friendly environment.
- 2.3 It has also been agreed that a new on-site primary school (with early year's provision) will be required to accommodate children from the development. The school could provide for up to 420 pupils eventually, depending on whether additional development comes forward on part of the adjacent airfield site, so a review mechanism will be agreed with the applicant to ensure the appropriate size of school is provided. The school will be delivered when it is needed and officers are working with the applicant and local authorities to agree a suitable timescale for delivery, as the school is unlikely to be needed for the first occupations of the site.
- 2.4 A secondary school will also be delivered on the northern edge of the development to provide not only for this development but also Land North of Newmarket Road, other development and increasing need from existing communities. Extensive discussion and searches for a suitable site has taken place over the last few years and this site represents the best available opportunity to provide this infrastructure for the community. The school could include community access to playing facilities and again officers are working with the applicants and local authorities to ensure that the school comes forward in a timely manner. The school playing fields will be provided on green belt land, which is acceptable in town

planner terms, however, careful design of that space will need to ensure it does not have a detrimental impact on the green belt.

- 2.5 LNCH lies within the search area for a potential strategic household waste and recycling facility, however, it is accepted that the development is already providing for strategic infrastructure through facilitating a secondary school and therefore a recycling facility would not come forward on this site at this time.
- 2.6 Appendix 1 contains the officer response made to the outline planning application response, which has already been submitted in order to meet the local planning authority deadline. Appendix 2 contains the detailed Transport Assessment response made. Any comments Members might have will be passed to the local authority for their consideration.
- 2.7 Officers will work with the applicant and local authority to progress the Heads of Terms for a S106 Agreement and agree suitable planning conditions. This will secure the necessary infrastructure to make this development acceptable in planning terms. There have been no viability discussions raised to date.
- 2.8 Table 1 below sets out the main S106 contributions sought by the Council.

Table 1: Draft S106 Heads of Terms (County Council Only)

Contribution Infrastructure	Development Contribution Amount (apportioned where appropriate with Indexation Date)).	Project details and delivery
Primary School (with early years provision)	£7,440,000 (4Q17)	315 place (1.5FE) primary school with Early Years provision to be delivered subject to review mechanism. School could be up to 420 places (with additional contributions if necessary from other development)
Secondary school	£5,553,750 (4Q16)	6FE secondary school to provide for development and wider need. Transfer of school site at 200 dwellings for building works
Library	To be confirmed	Towards Cherry Hinton Community Hub project
Public Health	To be confirmed	Range of support workers to support need in the emerging community.
Transport	To be confirmed	Range of mitigation transport measures proposed and subject to negotiation (n.b. the TA team has responded challenging the ambition of these proposals with a view to securing an enhanced package): <b>Walking / Cycling</b> <ul style="list-style-type: none"> <li>• Coldhams Lane N: 3m Shared footway/cycleway</li> </ul>

Contribution Infrastructure	Development Contribution Amount (apportioned where appropriate with Indexation Date)).	Project details and delivery
		<ul style="list-style-type: none"> <li>• Airport Way: 3m shared footway cycleway</li> <li>• CH Road (Teversham): footway widening between new site access and Marshalls Close</li> <li>• Public realm improvements at Norman Way / Coldhams Lane crossing</li> <li>• Provision of surfaced path across Coldhams Common from Barnwell Road to Chisholm Trail</li> <li>• Extension of Cherry Hinton High St works</li> <li>• Contribution to scheme at Coldhams Lane roundabout</li> <li>• Walking and cycling fund as part of Travel Plan</li> </ul> <p><b>Buses</b></p> <ul style="list-style-type: none"> <li>• Provision of direct service to City Centre / Railway Station via Coldhams Lane.</li> <li>• Bus Stop improvements</li> </ul> <p><b>Others</b></p> <ul style="list-style-type: none"> <li>• New access junctions at Coldhams Lane, Airport Way and additional arm to Gazelle Way roundabout</li> <li>• Traffic Management on Church End</li> <li>• Travel Plan</li> <li>• Construction Traffic Plan</li> </ul>

2.9 There are no objections in principle to this development.

### 3. ALIGNMENT WITH CORPORATE PRIORITIES

#### 3.1 Developing the local economy for the benefit of all

The development will provide employment opportunities during the construction phases and subsequent delivery of the schools and local centre to develop the local economy for residents and support and enhance the provision at Cherry Hinton and Cambridge.

#### 3.2 Helping people live healthy and independent lives

The applicant has assessed the health impacts of the development through undertaking a Health Impact Assessment (HIA) which suggests measures to encourage healthy lifestyles

such as a Travel Plan to support walking, cycling and sustainable transport modes. The development is proposing a retirement living facility.

### **3.3 Supporting and protecting vulnerable people**

This has been assessed through the HIA and officers have suggested the developer make contributions towards funding workers who can support these groups of people within the community.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

There are no further significant resource implications at this stage.

### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category

### **4.3 Statutory, Legal and Risk Implications**

There are no significant implications within this category other than the need to settle the terms of an agreement under s106 of the Town and Country Planning Act 1990 with the developers and Cambridge City Council

### **4.4 Equality and Diversity Implications**

There are no significant implications within this category

### **4.5 Engagement and Communications Implications**

There are no significant implications within this category

### **4.6 Localism and Local Member Involvement**

There are no significant implications within this category

### **4.7 Public Health Implications**

There are no significant implications within this category

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes or No Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	N/A Name of Officer: Paul White



<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes <del>or No</del> Name of Legal Officer: Fiona McMillan
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes <del>or No</del> Name of Officer: Tamar Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes <del>or No</del> Name of Officer: Joanna Shilton
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes <del>or No</del> Name of Officer: Tamar Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	Yes <del>or No</del> Name of Officer: Iain Green

<b>Source Documents</b>	<b>Location</b>
<a href="#"><u>Outline Planning Application (18/0481/OUT)</u></a>  <b>OR</b> <a href="https://idox.cambridge.gov.uk/online-applications/simpleSearchResults.do?action=firstPage"><i>https://idox.cambridge.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</i></a>	Click on link in source documents.  Room 304, Shire Hall, Cambridge

## APPENDIX 1: OFFICER RESPONSE TO OUTLINE PLANNING APPLICATION FOR LAND NORTH OF CHERRY HINTON



### County Council Officer Comments

*Outline planning application (all matters reserved except for means of access in respect of junction arrangements onto Coldhams Lane, Cherry Hinton Road and Airport Way) for a maximum of 1200 residential dwellings (including retirement living facility (within Use Class C2/C3)), a local centre comprising uses within Use Class A1/A2/A3/A4/A5/B1a/D1/D2, primary and secondary schools, community facilities, open spaces, allotments, landscaping and associated infrastructure.*

*18/0481/OUT*

### Summary Response

- i This note sets out the County Council officer comments on the above outline planning application in response to a consultation by Cambridge City Council. Whilst County Members have been made aware of the consultation, this response does not include their comments or considerations. The County Council Environment and Economy Committee will consider the S106 agreement draft Heads of Terms, before any agreement is signed and note the officer response – providing any key further comments as appropriate. Currently, a July committee is scheduled for consideration of this planning application.
- ii Officers broadly SUPPORT the principle of residential-led development on this site, as part of the Cambridge East proposals and broader growth agenda for Cambridge and Cambridgeshire. It is recognised that whilst the development is intended to provide for itself, in terms of infrastructure mitigation, it is also enabling wider benefits for secondary education across a broader area.
- iii Support for this planning application is subject to appropriate and necessary planning conditions and the satisfactory signing of a S106 agreement.
- iv Set out below are the detailed officer comments from County Council Service Teams, identifying any issues to be addressed by the applicant and mitigation measures necessary to make the development acceptable in planning terms. Such measures will be demonstrated to be compliant with the planning tests of:-
  - Necessary to make the development acceptable in planning terms
  - Directly related to the development
  - Fairly and reasonable related in scale and kind to the development

- v The following County Council Services have been consulted ( ✓ denotes response received):-
- Archaeology – comments awaited
  - County Planning ✓
  - Digital Infrastructure & Connecting Cambridgeshire – no comments received
  - Education ✓
  - Energy Investment – no comments received
  - Floods and Water ✓
  - Library ✓
  - Minerals and Waste ✓
  - New Communities ✓
  - Public Health ✓
  - Strategic Waste ✓
  - Transport Assessment & Highways – comments to be provided separately
- vi This response is not necessarily limited to the full extent of comments which might have been made by other officers/services of the Council.

### Service Comments

#### 1 EDUCATION

- 1.1 These comments are specific to the Council's role as the Local Children's Services Authority in response to the applicant's proposal, and Council's requirement, to provide sufficient on-site land for a 2 form of entry primary school and 6 form of entry secondary school with associated, proportional financial contributions towards the build costs.  
**Environmental Impact Assessment: Chapter 13: Socio-Economics**
- 1.2 The applicant has identified a number of schools to be included in the EIA baseline assessment, which the Council highlights some issues of concern with. These are set out below.
- 1.3 The Council has a statutory duty to "*secure a school place in a state-funded school for all pupils aged 5-16 years of age whose parents request one*".<sup>1</sup> Given this statutory duty, it is inappropriate to include non-state-funded schools within this assessment because whilst it is accepted that some families moving into the development may take a place at one of these schools, these numbers would be insignificant. Moreover, in planning the response to the mitigation of the proposed development, relying on this eventuality could leave the Council unable to fulfil its statutory duties.
- 1.4 The EIA assumes a radius of 5km from the proposed development site to identify the schools to be included with the assessment process. Whilst this distance is appropriate for identifying secondary schools (5km is in line with the statutory walking distance for secondary aged pupils of 3 miles), this is not appropriate for assessing primary place provision, where the statutory walking distance for primary aged pupils is 2 miles (or just over 3km).

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<sup>1</sup> Education Act 1996, Section 14

- 1.5 As an urban extension of Cambridge it would be expected that residents of the development should be encouraged to walk or cycle to the local school. There should not be an expectation that the Council should be required to provide free home-to-school transport on the basis of either distance or the absence of an available walking route to a local school.
- 1.6 Within table 13.17, it is unclear where the data source for this information has been drawn from. The two headings 'Places' and 'Capacity' are confusing.
- 1.7 It is assumed that 'Places' refers to the overall capacity of the school as indicated by the school's Planned Admission Number (PAN) and Net Capacity Assessment (typically we would expect to see this as capacity). Whilst there are a few adjustments which may be needed, these figures broadly align with the Council's understanding.
- 1.8 The column, 'Capacity' appears to refer to the number of current vacancies at any given time – as calculated by subtracting the number of pupils on roll from the total number of places (capacity) available at the school. These numbers will fluctuate frequently. However, it is accepted that there is a need for the EIA to fix these to reflect a baseline. Nevertheless, the current EIA does not provide any indication as to the source of this information, which makes providing any comment on the appropriateness of the assumptions difficult.
- 1.9 For reference, in relation to the issues raised above, the table below provides a summary of the state-funded schools within a 2 and 3 miles radius of the proposed development.

<b>State-funded primary aged provision (within 2 miles of site)</b>	<b>State-funded secondary aged provision (within 3 miles of site)</b>
Abbey Meadows Primary School	University Technical College (Years 10-13 only)
Bewick Bridge Primary School	Chesterton Community College
Cherry Hinton CE Primary School	Coleridge Community College
Colville Primary School	North Cambridge Academy
Fen Ditton Primary School	Parkside Community College
Morley Memorial Primary School	St Bede's Inter-Church
Queen Edith Primary School	The Netherhall School
Queen Emma Primary School	Trumpington Community College
Ridgefield Primary School	
St Matthew's Primary School	
St Philip's CE Primary School	
Teversham CE Primary School	
The Spinney Primary School	

**Table 1: State Funded Primary and Secondary Schools within Walking Distance of Development Site**

- 1.10 It is unclear why the Ofsted rating of each educational establishment is included. This does not provide any additional information or context to support an assessment as an Ofsted rating can, and does change frequently and a number of those included in the report have already changed and are out of date.
- 1.11 The Council has significant concerns with the approach taken in projecting the future position and impact of the proposed development. The information provided within the report is not clear, with limited detail or references provided with the report.
- 1.12 For example, footnote 45, page 491, references the extent to which the development increases the number of children within each education phase. This is based on the Council's detailed pupil yield, and an unspecified 'desired urban form' – para 13.5.19. There is no detail about either the desired urban form, what this may look like or a breakdown of how this might lead to actual projects of future demand arising from the development. This is standard information which the Council would expect to be able to review and reference to ensure that the assumptions and outcomes of the EIA are robust.
- 1.13 A further example of the Council's concerns relates to the robustness of the report and can be demonstrated by the lack of detail and transparency in table 13.23. Specifically, this quotes a [Cambridgeshire Insight](#) report (2016) in relation to the scale of growth projected.
- 1.14 Footnote 50 of the EIA states that indicative increases of 5% and 22% for primary and secondary respectively have been assumed. In contrast, the report's district summary (page 9) projects demand for primary places will increase by 7.3% over the next 5-year and 10.2% over the next 10-years. For secondary provision demand is projected to increase by 23.4% over the next 5-years and 38.54% over the next 10-years.
- 1.15 Even allowing for the 18 month-2-year period since the 2016 report was published, it would seem unlikely that there had been such a significant drop in the projected growth in demand. Certainly, there are no justifications for the assumptions made within the EIA provided. Without these to provide a balanced assessment of the projected future demand officers are not able to support the findings within the EIA report.
- 1.16 The Council requires greater clarity around the data and underlying assumptions within the EIA assessment. Without having the opportunity to understand this data and ensure that the decisions made around the mitigations sought within the development.
- 1.17 Given the lack of detailed information it is difficult to provide meaningful comment upon the conclusions within the EIA study.

**Design and Access Statement / Parameter Plans**

- 1.18 The Council accepts that the schools must, by necessity, play a central role in providing a civic presence. This is especially true in new communities where they are frequently amongst the first public buildings to be delivered. Nevertheless, the Council objects to the view that schools should be identified as being landmark buildings, section 8.15.

- 1.19 It is the Council's view that the expectations which arise from the use of this terminology are inappropriate in the context of delivering new schools. In a period where there are significant constraints of public finances and with the desire to squeeze capital contributions this can create future conflict, which does not necessarily support the delivery of high quality design.
- 1.20 *The Council accepts that there should be expectations placed on these buildings to provide a strong civic presence, but the term 'Landmark building' should be amended.***
- 1.21 The school sites identified in the Design & Access (D&A) Statement and Parameter plans are considered to be acceptable, subject to meeting the detailed site requirements approved by the Council's Cabinet and shared with the developer. It is highlighted that the impact of any noise bunds required on the secondary school site must not compromise playing pitch standards and there will need to be careful management of the school and community use pitches to ensure they remain accessible and playable for the school and local community.
- 1.22 It is considered at this stage that the main potential issues will be the:
- location and details of the green corridor / SuDS channel adjacent to the primary school site; and
  - the impact of noise mitigation for the secondary school site.
- 1.23 It is not anticipated at this stage that there will be any significant issues, but the Council would only be able to confirm once more detailed assessment of the sites are concluded as part of the site transfer process.
- 1.24 It is acknowledged that the proposed phasing plan set out in the D&A statement is purely indicative. Nevertheless the Council has a number of concerns:
- 1.25 Primary School Site
- As is indicated in the EIA statement there is likely to be some surplus primary school capacity in the local area at the outset of the development. Given this it is not considered essential to have the school site from the outset of the development. Having the primary school site in phase 1 may, therefore, not be necessary.
  - The fact that the school site would be isolated in the first instance would be far from ideal.
- 1.26 *The Council recommends that the primary school site is planned for a later phase of development, to be agreed in discussion with the applicant and local planning authority.***

## 1.27 Secondary school site

- It is likely that there may be a period from the commencement of development until there is significant demand for secondary school places. However, the allocation of the secondary school within the development is in part to mitigate the impact of other developments as well as meet existing demand. In this context, and given the potential timescales currently being discussed across a number of stakeholders, there may be a requirement to secure the site ahead of the second phase of development.
- It is anticipated that the development of the main access road would enable the delivery of the majority of the infrastructure required for the delivery of the secondary school site. It is likely therefore that there would be opportunities for the secondary school to be brought forward at an early stage in the development, as required.

**1.28 *The Council recommends that the secondary school be shown as a separate phase, not linked to residential development to provide clarity that this could be delivered, as necessary, following commencement of development.***

1.29 In broad terms, the Council supports the on-site provision for both primary and secondary provision and has no significant objections to the development proposals as set out within the outline application documents. However, there are areas where it is considered that further clarity and / or detail is required to enable an effective assessment of the proposals, as set out above and it would be helpful to have clarification of these issues and concerns.

1.30 Set out below are matters of detail in relation to triggers and costs.

### **Triggers**

- 1.31 There is a strong agreement between the Council and applicant to ensure that some of the challenges which arose as a result of the opening of other primary schools are not repeated to ensure effective delivery of school places as and when needed for the development. In order to achieve this it is important that all stakeholders work together to ensure that there is an appropriate balance between surplus capacity and growing demand for places.
- 1.32 This is necessary to ensure that all the schools in the area, existing and new, can deliver high quality education provision. It will also support the integration of the two communities, current and new.
- 1.33 It has been noted on a number of occasions, including by the developer, throughout pre-application discussions that there is a level of surplus capacity within local schools. One significant challenge for the Council is that the proposed development is projected to commence around 2022. This is beyond the period of the demographic forecasts available to the Council. However, it is noted that the current levels of surplus capacity within Cherry

Hinton would allow for a reasonable level of housing development before any further capacity would be required.

- 1.34 It is proposed that the new primary school on the development should not be opened from the outset of the development. Instead, there should be an agreed period of house building and a process to review capacity and demand, including demographic forecasts, to confirm and agree an opening timescale for the new primary school.
- 1.35 Based upon the indicative housing trajectory provided by the developer, it is suggested that this review should occur **no later than 500 dwellings**. Following the review and confirmation of the timescales for delivery of the new primary school, the Council would write to the developer to confirm the timescales for transfer of the site, with transfer to be at least 6 months from date of the review.
- 1.36 Upon transfer the Council would expect the 2.3ha to meet the requirements set out in the Council's site specification (shared previously) and established precedents from previous S106 agreements, including Wing. This would be required in order to ensure that the school would have capacity to accommodate the potential demand arising from additional development, specifically the additional Marshall's land.
- 1.37 It would be expected that developer contributions would fall in line with the Council's adopted triggers:
1. 10% payable on the transfer of the school site;
  2. 65% payable 12 months following transfer of the school site; and
  3. 25% payable 24 months following the transfer of the school site.
- 1.38 It is accepted that even with no surplus capacity within surrounding primary schools, the demand projected from the development would not require a full 2FE school on the site. This would only be anticipated on the basis of the additional Marshalls land adjacent to the site (and therefore not part of this planning application).

**Table 2: Estimated cost for primary school provision at LNCH**

	Type of provision	Cost Estimate	Index date
LNCH site (1,200 homes)	1.5 FE primary school	£7,440,000	4Q17
Marshall additional (600 homes)	Cost of additional core facilities	£560,000	4Q17
	0.5 FE expansion of primary	£920,000	4Q17
<b>Total</b>	<b>2 FE Primary</b>	<b>£8,720,000</b>	<b>4Q17</b>



- 1.39 These costs, at this stage of the process, are indicative, and based on the Council's standard cost estimate approach. This reflects the contract costs of recent projects across the County and the accommodation requirements set out in the Department for Education's Building Bulletin 103. Due to the timescales for likely delivery no allowance has been made for:
- Tender-price inflation to construction mid-point;
  - Local market conditions; or
  - Brexit currency fluctuations.
- 1.40 In order to ensure the most efficient design and delivery approach, the Council would seek to secure the accommodation to mitigate the current development and the additional Core Facilities from the outset of development. This ensures that elements such as the hall, kitchens, office and staff accommodation (which can be more expensive to expand at a later date) can be planned into the initial design. In order to achieve this, the Council would seek to secure an undertaking from Marshalls that this additional early expenditure would be reflected within any future S106 contribution, if the additional 600 homes were to be delivered.
- 1.41 Following the review at 500 occupations, if it is concluded that the size of the school proposed can be reduced and still mitigate the impact of the housing development, it is accepted that these costs would need to be reviewed. The costs sought at this stage would need to be adjusted to reflect the proportion of the school needed to mitigate the development. This would include a review of the overall baseline costs should there be a reduction in school size.

### **Secondary school**

- 1.42 The County Council undertook an extensive review of secondary education requirements in Cambridge City between 2012 and 2016. The outcomes of this work was presented to the Council's Children and Young People's Committee in [February 2017](#). This work showed that the Council was in a position, through the opening of a new school in the Northwest Fringe and the expansion of existing schools to secure sufficient provision up to around 2023/4. It also showed that in this period the greatest pressures would be towards the north of the City, with some significant pressure in the Parkside catchment area.
- 1.43 The analysis suggested that the combination of existing demographic pressures and the build out of the proposed Local Plan allocations, including Wing, LNCH and Wort's Causeway, would mean that additional secondary education capacity would be required in the south and east of the City by around 2023/24. Ultimately, this could require at least 4-5 FE additional capacity, with officers considering that ideally a site of 6FE would be required to ensure that future housing developments could be mitigated.
- 1.44 It is accepted by all parties, including colleagues from the ESFA, that the LNCH development cannot be expected to pay for the full school or site area. It is accepted that there would, therefore, need to be an apportionment of these costs between the LNCH site, projected Marshall's additional site, other sites (such as Wing) and the Council's Basic Need / EFSA Free School Capital funds.

**Table 2: Estimated cost for secondary school provision at LNCH**

	Type of provision	Cost Estimate	Index date
<b>Overall cost</b>	<b>6FE Secondary School (Based on Cambourne West)</b>	<b>£22,215,000</b>	<b>4Q16</b>
LNCH site (1,200 homes)	1.5 FE secondary (cost at 0.25 of 6FE costs)	£5,553,750	4Q16
Marshall additional site (600 homes)	0.5 FE secondary (cost at 0.08 of 6FE costs)	£1,777,200	4Q16
Other sites (e.g. Wing) and Basic Need	4 FE secondary (cost at 0.67 of 6FE costs)	£14,884,050	4Q16

**Table 3: Estimated site apportionment for secondary school provision at LNCH**

	Proportion of site	Approximate developable footprint <sup>2</sup>	Approximate playing field requirements	Overall site requirements
<b>Overall 6FE secondary site (based on BB103)</b>	<b>100%</b>	<b>1.6 Ha</b>	<b>3.2 Ha</b>	<b>5.7 Ha</b>
LNCH site (1,200 homes)	25%	0.4 Ha	0.8 Ha	1.4 Ha
Marshall additional site (600 homes)	8%	0.1 Ha	0.3 Ha	0.5 Ha
Other sites (e.g. Wing) and Basic Need	67%	1.1 Ha	2.1 Ha	3.8 Ha

- 1.45 In line with previous discussions, the Council considers that it is unlikely that the new school would be needed in advance of 2023/24. However, it is recognised that the EFSA and identified sponsor (Knowledge Schools Trust) may have ambitions and aspirations to bring the opening forward from the date. For the purposes of the S106, and in line with the proposed housing trajectory, as shared with the Council, it is suggested that the trigger for transfer of the site should be no later **200 homes** across the development. It would be expected the site would be transferred in line with the Council's standard site specification, as with the Primary School site.
- 1.46 If there is a desire for the school to open earlier, driven by growth in demand outside the development, the Council would wish to see a clause in the S106 which facilitates this. If these circumstances arise it would be accepted that there would be a need for the Council / EFSA to help bear the short-terms costs for any outstanding infrastructure. This would be

<sup>2</sup> The developable area includes allowances for buildings, hard informal and formal space and informal soft space, habitat areas and areas for parking, deliveries and other ancillary spaces.

on the understanding that these costs would be recouped as the development reached these elements are part of the build out.

- 1.47 It is however, the Council's view that the period up to 200 homes would provide sufficient opportunity for the developer to put in place the necessary infrastructure, and therefore, it may be possible that there is no need to secure mechanisms for early delivery. This is especially true given as the main spine road and junction through the site sits alongside the proposed secondary school.
- 1.48 Reflecting the fact that the majority of the demand for the proposed school comes from outside the development, it is suggested that the approach adopted for Wing should be replicated for the LNCH site.
- 1.49 Upon transfer the Council would expect the 5.7 Ha site to meet the requirements set out above and in the Council's site specification (shared previously) and established precedents from previous S106 agreements, including Wing.
- 1.50 It would be expected that the triggers for developer contributions would be consistent with those agreed for the Wing development, being:
1. 40% payable by no later than 500<sup>th</sup> dwelling;
  2. 30% payable by no later than 800<sup>th</sup> dwelling; and
  3. 30% payable by no later than 1000<sup>th</sup> dwelling.

## 2 MINERALS AND WASTE

- 2.1 Officers have held discussions with Peter Brett (applicant's appointed consultant for waste management matters) regarding what is required in respect of the management of waste on the site, and Waste Management Strategy.
- 2.2 However, whilst some of the information requested by council officers has been provided it has not been possible for the applicant to provide all of the information at this outline planning application. Nonetheless, there is a written undertaking in the Site Waste Management Plan and the Waste Management Strategy that additional information will follow under reserved matters applications (if the application is approved); and when a principal contractor is appointed. This includes an estimate of waste arising from demolition; and further details about the resource, re-use and recycling protocols and the site arrangements which will be put in place to manage the waste in a sustainable manner. **Officers are satisfied with the submission, provided that the further information comes forward in due course.**
- 2.3 In respect of wider policy matters the majority of the site falls in the **Cambridge East Area of Search. The Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012)** and the relevant policies in the overarching **Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011)** should be fully considered as it makes allocations which are directly relevant to this site. The proposed development falls within a substantial part of an Area of Search allocated by the **adopted Site Specific Proposals Plan for waste management development (Policy SSP W1E)**. Potential uses are identified as being: recycling facility, household recycling centre, temporary inert waste recycling, materials recovery facility and other suitable new waste management technologies.

- 2.4 Whilst the Planning Statement refers to the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy, it makes no reference to the associated Site Specific Proposals Plan referred to above. The provisions of neither of these adopted Plans, including the allocation in this area, are taken into account in the application; despite these plans being part of the adopted Development Plan for the area; and it being a requirement of the Final Draft Cherry Hinton SPD (para 2.6).  
The Cambridge East Area of Search is surrounded by a Waste Consultation Area designated through Site Specific Proposal Plan Policy SSP W8H, and Policy CS30 of the adopted Core Strategy. This latter policy requires that development will only be permitted within this Waste Consultation Area when it is demonstrated that this will not prejudice existing or future planned waste management operations. Neither the ES or the Planning Statement address these matters; or the cumulative effects of development in the area (which the EIA process is obliged to take into account) as other parts of the Area of Search have / are being proposed for development. Thus the scope for accommodating the allocated uses is rapidly diminishing. **This matter needs to be taken into account when determining this planning application and the balance of infrastructure provision.**
- 2.5 **Officers raise no objection in principle on mineral and waste grounds and request that suitable planning conditions be agreed, in consultation with County Council officers, to secure the necessary information to determine whether the proposed development is acceptable in planning terms.**
- 3.0 **LIBRARY**
- 3.1 Cherry Hinton Library is situated in the heart of Cherry Hinton, approximately a mile from the centre of the proposed development. This facility currently provides the local library service to residents, together with the Central Library in Cambridge City centre, and is open 5 days a week for varying periods of time.
- 3.2 As a result of the proposed development, if implemented, and other plans for community provision in Cherry Hinton, there will be additional demands placed on the library service. Whilst potential for a small micro-library has been discussed on the development site, it is considered that the provision of a library services for residents is best met off-site.
- 3.3 The existing Cherry Hinton Library will not be adequate for new communities with an increasing population. To help sustain a library service in this locality, the Council is working with the commercial market, third sector and Cambridge City.
- 3.4 Considering the demographic make-up of both the local community and emerging new community, there is a need and demand for the project that will ensure the social market receives suitable services and benefits. Consideration is being given to accommodating additional services to ensure cultural and civic participation from new residents.
- 3.5 The model used for other successful projects such as Clay Farm, LAPs and new library projects in other emerging communities will inform this project.

- 3.6 Council officers will work with the local planning authority and developer to ensure a contribution towards this project is proportionate and appropriate to mitigate the development impact.

#### 4.0 SURFACE WATER DRAINAGE

- 4.1 Officers have reviewed the documents below and can confirm as Lead Local Flood Authority (LLFA) that there are **have no objections in principle** to the proposed surface water drainage design.

1. Land North of Cherry Hinton Flood Risk Assessment prepared by Peter Brett Associates (ref: 37305) dated March 2018.
2. Illustrative Masterplan Rev J (ref: 2346 03 /SK033) dated March 2018

- 4.2 The report proposes that a combination of urban rills, linear detention areas, detention basins and below-ground storage will be used to provide conveyance and attenuation across the site. Discharge will be restricted to a maximum of 2.89 l/s/ha to the existing Main Drain and the land drain along Cherry Hinton Road and Airport Way.

#### **Surface Water Drainage Informatives**

- 4.3 Within the appendices of the FRA, several options for the strategic surface water drainage features are proposed. One of these is to have attenuation as an above-ground feature which can be utilised as amenity space most of the time. During more extreme events such as the 1 in 30 or 1 in 100, some flooding of these spaces is expected (to a depth of 248 mm and 617 mm respectively). The two other options rely on a below ground system of filter drains with cellular crates or box culverts. The LLFA's preference in this case is for above-ground attenuation as it provides multiple benefits (i.e. use as open space as well as attenuation).
- 4.4 There is some discrepancy between the FRA and the Illustrative Masterplan. The Masterplan does not appear to show the full extent of the main watercourse flowing through the centre of the site.

#### **Surface Water Drainage Conditions**

##### **1. Condition**

*Prior to submission of the first reserved matters application involving buildings, roads or other impermeable surfaces, a strategic surface water drainage strategy for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the parameters set out in the Land North of Cherry Hinton Flood Risk Assessment prepared by Peter Brett Associates (ref: 37305) dated March 2018 or any subsequent, revised version that has first been approved in writing by the Local Planning Authority.*

*The scheme shall include phasing arrangements, details of primary infrastructure for each phase and plans for drainage asset operation, maintenance and contingency. The scheme shall set out what information, design parameters and design details will need to be submitted at the Reserved Matters stage for each phase of the development.*

*The development shall subsequently be implemented in accordance with the approved scheme.*

**Reason**

*To ensure a satisfactory method of surface water drainage and to prevent an increased risk of flooding on or off site. This condition is pre-commencement because commencing development prior to agreeing this scheme could jeopardise the delivery of a strategic site-wide solution.*

**2. Condition**

*Any reserved matters application shall include a detailed surface water strategy pursuant to the reserved matters site for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy. The strategy shall be based upon a SUDS hierarchy and shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.*

*The strategy shall include details of all flow control system and the design, location and capacity of all strategic SuDS features and shall include ownership, long-term adoption, management and maintenance schemes and monitoring arrangements/responsibilities. The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes.*

*The development shall be carried out in full accordance with the approved details and no building pursuant to that particular reserved matters site for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures have been fully completed in accordance with the approved details.*

**Reason**

*In order to safeguard against the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site*

**3. Condition**

*Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.*

**Reason**

*To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.*

### **Ordinary Watercourse Modelling Comments**

- 4.5 Officers have reviewed the ordinary watercourse modelling and whilst there are a few areas where officers would like to see the evidence base to strengthen to support the conclusions officers consider that the report is fundamentally suitable. Officers would like to see some additional information at the detailed design stage and this can be secured by condition (see below)

### **Ordinary Watercourse Modelling Informatives**

- 4.6 Please see the attached Modelling Report Review prepared by Capita dated 3 May 2018 for comments and recommendations.

### **Ordinary Watercourse Modelling Conditions**

#### **4. Condition**

*No work shall commence on site until updated modelling report has been supplied to LA and approve by the LLFA. This should be accompanied by model files.*

#### **Reason**

*To ensure that outstanding model review comments are satisfactorily addressed.*

- 4.7 A copy of the Council's consultant report is attached.

### **5.0 NEW COMMUNITIES AND PUBLIC HEALTH**

- 5.1 Public health is an important consideration for new development whether it be an urban extension or new greenfield location, to protect and improve residents health and wellbeing and reduce any health inequalities and it is acknowledged that the applicant has submitted a detailed Health Impact Assessment as part of the outline planning application.
- 5.2 As part of the discussions for the SPD, a number of support workers or projects were identified that can contribute towards the success of the development, and include:-
- Mental health community development workers
  - Kickstart funding
  - Independent Domestic Abuse Advisor
  - Locality workers
  - Children centre workers (and associated equipment for the centre)
  - Social care provision
  - Community development workers
  - School nurse
  - Health visitors
  - Healthy New Town Legacy
- 5.3 Council officers would like to work with the applicant and local planning authority to discuss how these workers can contribute towards the development and seek appropriate developer contributions to support some or all of these roles.
- 5.4 Further, the Council support the application of the New Housing Development and Built Environment Joint Strategic Needs Assessment for Cambridgeshire in determining this application and highlight in particular the potential health impacts arising from the adjacent

airport (such as noise) and also encouraging healthy lifestyles through provision of sufficient open space and recreation opportunities as well as the promotion of active, sustainable travel measures. Officers would refer the local planning authority to the Council's comments made on the SPD with regard to public health.

## **6.0 GENERIC S106 MATTERS**

### **Indexation**

- 6.1 Whilst the detail of the s106 agreement will be a matter for further discussion and negotiation, should there be a resolution to grant outline planning permission, it is stated herewith that the Council requires all financial contributions to be index linked from the date of project cost, as given, to the date of payment in accordance with the BCIS or RPI (whichever is appropriate) Index.

### **Security**

- 6.2 The Council will require that large financial contributions be protected by means of Parent Company Guarantee or Bond – mostly likely a bond for this development, with the threshold for coverage to be set at an appropriate level to be agreed between the Council and applicant.

ENDS

11<sup>th</sup> May 2018



## **APPENDIX 2: TRANSPORT ASSESSMENT COMMENTS**

### **Land North of Cherry Hinton**

**Application Ref: 18/0481/OUT: CCC Ref: 976**

#### **TRANSPORT ASSESSMENT COMMENTS**

**PREPARED BY: Transport Assessment Team**

**AUTHOR: Jez Tuttle**

**CHECKED BY: David Allatt**

**DATE: 22<sup>nd</sup> May 2018**

#### **Background**

The document reviewed is the Transport Assessment dated March 2018, to accompany a planning application for the following;

- Mixed use residential led scheme providing up to 1,200 dwellings (Class C3);
- Potential retirement living facility; up to 90 bed spaces (Class C2/C3 within 1,200 above);
- Local centre; up to 1,850 sq.m floorspace (Use Class A1/A2/A3/A4/A5/B1a/D1/D2 flexible units – of which a food store will not be more than 500sq.m);
- Community hall (Class D2); up to 250sq.m (within 1,850sq.m above);
- Primary School 2FE;
- Secondary School 6FE;
- New primary access street from Cherry Hinton Road to Coldhams Lane (that passes through the local centre), as well as other access routes;
- Pedestrian, cycle and vehicle routes and parking, and;
- Open space and landscaping; including pocket parks, play areas, playing fields allotments, SuDs water features, and formal and informal open space.

**CCC is supportive of the principle of development in this location and have supported the development of the Supplementary Planning Document for the site. At this stage we cannot sign off the TA / mitigation package given the deficits set out below. Further information is required from the applicant.**

#### **Previous scoping comments**

The general methodology behind the Assessment has previously been agreed with CCC. However the following issues that were raised at scoping stage do not appear to have been addressed:

- It is unclear why the junction counts undertaken were 'part classified' rather than fully classified as previously requested.
- The Transport Assessment needs to include option testing for the access onto Coldhams Lane. It needs to be demonstrated that all access options have been explored. The introduction of new signalised junctions results in additional maintenance costs to the County Council. Whilst Commuted sums can be secured, these provide only short term funding and therefore signals should only be installed where there is no other option available.
- CCC recommends that a parking needs assessment is undertaken to investigate existing car ownership levels nearby to better establish the appropriate level. It is important to recognise that a balance needs to be struck between parking provision potentially encouraging high levels of car ownership and seeking to manage the demand to travel by car.

#### **Key comments from this review**

- The proposed active travel improvements do not appear to consider comprehensive routes to key destinations from the site, proposing 'part' solutions;
- The growth factors used cannot be accepted at this stage;
- The proposed development active travel mode share is considered to be too high for the 'core test';
- The modelling results cannot be verified / accepted at this stage given that (1) core test car trips may change and (2) the geometric parameters used have not been submitted;
- Results of the model validation exercise have not yet been submitted;
- Whilst it is acknowledged that hard highway infrastructure works are not considered to be the correct way forward, highway mitigation measures may be required depending on the results of the modelling, and;
- The proposed mitigation measures are not sufficiently comprehensive.

#### **Detailed Comments**

Para 3.2.2 and Table 3.1 – The distance to each of the destination facilities should be measured from the furthest point on the site to give a 'worst case' scenario. The nature and permeability of the links through the site should also be taken into consideration.

Para 3.2.5 – Again, the distances to the destination facilities should be represented by a 'worst case' scenario and consider the distance from the furthest point on the site.

Para 3.3.37 – Improvements should also be identified that link the site with ‘The Tins’ cycle route. Whilst the report mentions measures on Church End it does not appear to consider Norman Way, despite identifying this route a potential cycle route in Para 3.3.25.

The proposed route along the north side of Coldhams Lane would take cyclists commuting into the city off their desire line at Nuttings Road. A direct route would be very difficult to provide in a safe manner given that the existing carriageway and footways narrow to pass beneath the railway bridge to the west. Alternative routes to the city centre for commuter cycle trips from the site should therefore be explored.

Para 4.5.1 – Evidence should be supplied within the TA that the scope of the base surveys has been agreed with CCC.

Para 4.5.8 and Table 4.7 – It is unclear how the 24 hour estimated flows have been calculated, this must be clarified.

Para 5.3.8 and Table 5.2 – Evidence should be supplied that the sites have been agreed with CCC. Some of those contained within the scoping note appear to be absent from the committed developments.

Para 5.4.2-5.4.5 – TEMPRO factors can be analysed by Ward therefore a more refined calculation should be undertaken to compare the growth associated with the sites, with the adjusted TEMPRO background growth.

Para 7.4.14 – The use of floating bus stops is welcomed provided there have been no inherent issues with the similar facilities along Huntingdon Road in Cambridge.

Para 7.5.15 and Drawing 37305/5501/001 – Junction 1 Airport Way / Cherry Hinton Road

Access Signalised Junction – Further Comments on the geometry/design will be made by Development Control Officers.

Para 7.5.15 and Drawing 37305/5501/002 – Junction 2 Cherry Hinton Road/Gazelle Way/Roundabout Access – The provision for cyclists and pedestrians across this road consists of an uncontrolled crossing with a central refuge tapered at one end and the entry and exit lanes are at least 4.5m wide at the crossing. The design does not incorporate measures to slow vehicles leaving the roundabout and heading into the new development. The central refuge appears to be 3m wide i.e. only just about able to accommodate cargo cycles.

Furthermore there appears to be no improvements proposed for pedestrians and cyclists across the Cherry Hinton Road arm of the roundabout or along Gazelle Way. This is the route that will be used by residents going to Tesco's.

Further Comments on the junction geometry/design will be made by Development Control Officers.

Para 7.5.15 and Drawing 37305/5501/003 – Junction 3 Coldhams Lane / Site Access Signalised Junction – Further Comments on the geometry/design will be made by Development Control Officers.

Para 8.2.3 – More commitment must be given to walking and cycling improvements, these are the key to reducing vehicle trips to an acceptable level. Schemes must be identified at this stage with preliminary designs being produced to show that they are deliverable in practice.

Para 8.3.4 – Confirmation must be provided to show that the bus operators/CCC Passenger Transport Team are satisfied that this service would be viable in light of the issues experienced at the Wing development.

Para 8.4.1 – Whilst the Policy of CCC is to promote walking, cycling and passenger transport to mitigate the impacts of new development, there will be a need to provide some form of highway improvements where necessary.

Para 10.2.3 and Table 10.1 – This table refers to residential trips rates. However education and shopping trips are also included. It is unclear how these trip rates have been derived.

Para 10.2.6 – The correspondence from CCC agreeing the trip rates referred to above should be submitted.

Para 10.4.1 – The internalisation of primary school trips is dependent on the school being completed and open for the first intake of pupils. If this cannot be secured via the planning process, i.e. restrictions on occupation, this assumption could not be accepted.

Para 10.6.1 – The internalisation of trips will again be dependent on the delivery of the Primary School.

Para 11.4.12 – Evidence will be required that the trips accessing the Secondary School as part of a work trip via Airport Way will be 'pass-by trips' and not 'diverted' trips from another part of the network.

Para 11.4.15 – Evidence should also be provided that trips to school via public transport are viable and school children will not simply be dropped off by car as it is more convenient.

Para 12.2.3 and Table 12.1 – Whilst it is recognised that the Cambridge mode share for active travel is higher than National data, using the general Cambridge data as a starting point means that the results will not reflect the location of this site which is on the periphery of the city.

Para 13.2.12 – Again evidence is required that the trips from Airport way to the Secondary School as part of a work trip are all 'bypass' trips (see comments on Para 11.4.12).

Para 14.4.5 and Table 14.2 – The overall vehicle trip generation would appear to be lower than expected for a site which is on the periphery of the city where cycling and walking to the major employment areas is less likely than for areas closer to the City Centre (again see comments relating to Para 12.2.3 and Table 12.1).

Para 14.4.11 – Diagrams showing the geometric parameters for each of the junctions tested should be submitted in order that the modelling parameters can be verified. A comparison table should be submitted showing the modelled queues against the observed for all tested junctions in the base year. This should be carried out for both the 'Google' based data and 'HERE' (satellite navigation) based data scenarios.

The proposed mitigation measures are noted. However comments at the beginning of this review should be taken into consideration in respect of the need to commit to providing quality active travel measures/routes to the City Centre as well as highways works where required.

## **Conclusion**

The conclusions of this Transport Assessment cannot currently be accepted. An amended Transport Assessment addressing all of the above comments should be submitted to the LHA for approval prior to the determination of this application.

The comments of the LHA development control team should also be sought in respect of junction designs, safety audits and internal site layout.



**BIKEABILITY CYCLE TRAINING**

**To:** Economy and Environment Committee

**Meeting Date:** 12<sup>th</sup> July 2018

**From:** Graham Hughes, Executive Director – Place and Economy

**Electoral division:** All

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

**Purpose:** To update the Committee on the situation regarding funding for Bikeability cycle training.

**Recommendation:** The Committee is asked to:

- a) Note the update on the funding situation, and the approaches taken by other neighbouring local authorities; and,
- b) Agree the strategy outlined in 3.2 below that no additional funding is allocated to the Bikeability scheme and to match the number of training places to the DfT funding available and for officers to continue to pursue sponsorship opportunities and to continue to engage with the DfT to address the national funding shortfall.

<b><i>Officer contact:</i></b>	<b><i>Member contacts:</i></b>
Name: Mike Davies Post: Team Leader – Cycling Projects Email: Mike.davies@cambridgeshire.gov.uk  Tel: 01223 699913	Names: Councillors Bates and Wotherspoon Post: Chair/Vice-Chair Email: <a href="mailto:lan.bates@cambridgeshire.gov.uk">lan.bates@cambridgeshire.gov.uk</a> <a href="mailto:timothy.wotherspoon@cambridgeshire.gov.uk">timothy.wotherspoon@cambridgeshire.gov.uk</a>  Tel: 01223 706398

## **1. BACKGROUND**

- 1.1 Free cycle training in primary schools has been offered in Cambridgeshire since the 1970s. In 2009 the County Council moved from volunteer-led cycle training managed by the Road Safety Team, to Bikeability training, promoted by Cycling England, and delivered in accordance with national standards, and managed by the Cycling Projects Team.
- 1.2 The delivery model is an outsourced one which incurs very minimal amounts of staff costs, contrasting with the previous model which required a number of posts devoted solely to the scheme. In essence there is no budget for staff time. All funding received is used directly to fund delivery.
- 1.3 The current training provider, Outspoken, have proved to be an enthusiastic and reliable supplier, which has enabled a very hands off approach from County staff to ensure costs can be focussed wholly on training provision. A new contract for a further two years has just been signed following a procurement process.
- 1.4 Each year an estimate of training places is made, and submitted to the Department for Transport (DfT) as a bid. Up until 2016/17, DfT had always met the number of required places, but increasing demand for a funding pot that has remained at the same level now means that demand cannot be fully met. There was a funding shortfall for Cambridgeshire in 2016/17 of £9,000, and in 2017/18 of £38,000.
- 1.5 In recent years the numbers trained have been increasing steadily, and currently the number trained per year exceeds 6,000. Outspoken consider that if there is further demand from schools, they will have capacity to deliver more training if funding is available. If funding was not a constraint they consider that numbers trained could be extended even further. To address future shortfalls, it is estimated that an additional £50,000 would be needed.

## **2. DISCUSSIONS AT COMMITTEE TO DATE**

- 2.1 At the Economy and Environment Committee in March 2017, a proposal to charge schools for Bikeability was discussed, and the proposal was not favoured. It was unanimously resolved to request that officers seek alternative funding for the scheme through sponsorship or other funding streams.
- 2.2 A further report was discussed in July 2017 after officers had undertaken some initial work to engage potential sponsors. The findings from this work were that exposure and coverage are key considerations for sponsors, and that given the many other channels for marketing and promotion, new sponsors are likely to want to sign up for very short term deals initially, to test the market. Officers reported that it was difficult therefore to secure sponsorship that ties sponsors to lengthy commitments, with sponsors preferring a short term arrangement. Committee resolved to address any immediate shortfalls in funding through any Place and Economy underspends, and this is how the 2017/18 shortfall of £38,000 was addressed.
- 2.3 At the Economy and Environment Committee in March 2018 in general discussion, members were very forthright in their support for Bikeability. The point was made that as the Council was delivering lots of new cycling infrastructure it should continue to invest in



training for young cyclists aimed at helping them with the skills to keep them safe and to encourage the right behaviours to make them responsible, model cyclists of the future.

- 2.4 Recently officers along with Councillors Jones and Kavanagh have met a large local business which has indicated some interest in sponsorship. Officers are providing information and narrative to help with the production of a business case to enable the business's senior management to consider a proposal further.
- 2.5 Nationally all local authorities face the same situation as Cambridgeshire. In terms of neighbouring counties, some are now levying a charge to parents/schools for the service. Hertfordshire have always asked parents for a contribution towards training. At present they charge £20 per head for schools/parents. Northamptonshire has recently begun asking schools for a contribution towards training. They ask schools for a contribution of £172 per group of up to 12 pupils. Suffolk has also decided to implement a contribution from schools towards training at a rate of £180 per group of up to 12 pupils. Evidence so far from Suffolk is that numbers taking part in training have not reduced. In Peterborough however charging is not in place as they have been able to juggle cycling related budgets to address the funding shortfall.
- 2.6 The Department for Transport recognise the issue. The Committee Chairman wrote to the Local Government Association (LGA) to highlight the issue, and the LGA responded positively to say that they intend to lobby central government, given the wider benefits for children in terms of health, and road safety.
- 2.7 DfT have very limited resources themselves, but have given consideration to a number of avenues including trying to find a national sponsor and procuring a charitable trust to administer the scheme and grants, rather than using a large national consultancy.
- 2.8 To date though the DfT have not offered any additional funding or explored an alternative delivery model to free up funds. If the County Council wishes to maximise the amount of training then further funding needs to be found.

### **3. CONCLUSION**

- 3.1 Given that staff time is rechargeable back to projects, and any time spent seeking sponsorship has to be weighed up against what appears to be a low likelihood of finding a sponsor, the immediate options for funding are to either keep training at a level to match the DfT funding, or to consider the use of Council funding from other budgets, though these are under significant pressure.
- 3.2 From discussions previously at Committee, the favoured approach is to maximise the numbers of children being trained, though given budget pressures the only realistic strategy is to keep training levels within the budget available, pursue sponsorship where opportunities look to be particularly hopeful, and to continue to engage with the DfT in the hope that they address the national funding problem. It is therefore proposed that no additional funding is allocated to the Bikeability scheme and therefore the number of training places will be matched to the funding available from DfT.

#### **4. ALIGNMENT WITH CORPORATE PRIORITIES**

##### **4.1 Developing the local economy for the benefit of all**

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

##### **4.2 Helping people live healthy and independent lives**

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives.

##### **4.3 Supporting and protecting vulnerable people**

It is proposed that Bikeability cycle training would still be offered to all schools across the County irrespective of geography or school size. A long term solution to sustained funding is being sought.

#### **5. SIGNIFICANT IMPLICATIONS**

##### **5.1 Resource Implications**

The Resource implications are contained within the body of the report.

##### **5.2 Statutory, Risk and Legal Implications**

There are no significant implications within this category.

##### **5.3 Equality and Diversity Implications**

There are no significant implications within this category.

##### **5.4 Engagement and Consultation Implications**

There has been discussions with our supplier Outspoken and some potential sponsors, but no engagement with schools.

##### **5.5 Localism and local member engagement**

All divisions would be impacted by these proposals. To date the member involvement has been confined to discussions at Chairs and Vice Chairs briefing, and at the Committee itself.

##### **5.6 Public Health Implications**

The Transport and Health Joint Strategic Needs Assessment (T&HJSNA) references the importance of providing free opportunities for people in areas of high deprivation to be physically active.

<b>Source Documents</b>	<b>Location</b>
Previous Committee reports and Minutes from the March and July 2017 and March 2018 meetings	<a href="http://www.tinyurl.com/y78pzcsy">www.tinyurl.com/y78pzcsy</a>

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: S Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Name of Officer: Paul White
<b>Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: D Carter-Hughes
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: T Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Joanne Shilton
<b>Are there any Localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer T Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: S Keeble



**COUNCILLOR APPOINTMENT TO THE MARCH AREA TRANSPORT STUDY STEERING GROUP**

**To:** Economy and Environment Committee

**Meeting Date:** 12 July 2018

**From:** Graham Hughes, Executive Director - Place and Economy

**Electoral division(s):** March North and Waldersley, March South and Rural, Whittlesey South.

**Forward Plan ref:** n/a **Key decision:** No

**Purpose:** To consider the establishment of the March Area Transport Study Steering Group and to appoint two Cambridgeshire County Councillors and nominate one substitute to the Steering Group

**Recommendation:** It is recommended that the Economy and Environment Committee:

- a) approve the establishment of the March Area Transport Study Steering Group based on its draft Terms of Reference attached as an appendix to this report, and
- b) appoint two County Councillors and nominate one substitute to the March Area Transport Study Steering Group.

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
Name:	<b>Karen Kitchener</b>	Names:	Councillors Bates and Wotherspoon
Post:	Principal Transport and Infrastructure Officer	Post:	Chair/Vice-Chair
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Tel:	01223 715486	Tel:	01223 706398

## **1. BACKGROUND**

- 1.1 The Cambridgeshire and Peterborough Combined Authority (CA) presented a paper at its board meeting on 28<sup>th</sup> March 2018 that set out spending on transport during the period 2018-20. The paper recommended that the CA Board:
- Agree a total budget allocation of £18.3m for the rolling programme of priority transport and infrastructure schemes
  - Note that the £6.65m funding from the National Productivity Investment Funding for 2018-19 was included in the total allocation
  - Agree the pipeline of projects set out in the multi-year transport programme
  - Authorise the Chief Executive of the CA to delegate responsibility and budget for the production of feasibility studies, business case or designs for each of the projects within the multi-year transport programme to a delivery partner, provided that all such studies, business cases and designs are reported back to the CA Board for approval.
- 1.2 The March Junctions Improvement Package is one of the transport schemes identified in the pipeline of schemes and was allocated £100k in October 2017 and a further £1m in March 2018 for a feasibility study with responsibility for leading and delivering the study delegated to Cambridgeshire County Council.
- 1.3 It is proposed that a Member Steering Group now be established to ensure Local Member involvement throughout the study. A similar steering group was set up for the Wisbech Access Strategy in October 2016, as approved by this Committee.

## **2. MAIN ISSUES**

- 2.1 The March Area Transport Study (2011) and the March Market Town Transport Strategy (2013) identified a number of transport interventions that were needed to address existing congestion problems and provide capacity for housing and employment growth identified in the Fenland Local Plan for March. A bid to the National Productivity Investment Fund was made in 2017 for improvements to some of the junctions identified in the March Area Transport Study but the bid was unsuccessful. Although pinch points were identified in previous studies, no schemes were devised to address the problems.
- 2.2 With funds to progress a feasibility study now available from the Combined Authority, the desire is to extend the new study to cover all transport modes and consider small, medium and large interventions. The study will then take a preferred package of interventions through the full design process to ensure the schemes would be ready for delivery if and when funding opportunities arise. Furthermore, the Combined Authority may be able to allocate some funding for delivering schemes in future years, so some lower cost schemes identified by this study could be delivered. The study will therefore consider a range of interventions including but not limited to:
- Walking and Cycling
    - Identify barriers to improving walking and cycling
    - Identify schemes to improve walking and cycling facilities

- Bus
  - investigate blocking of bus stops and bus routing through the town to alleviate delays
  - Bus stopping facilities
  - Inability of buses to turn round at March Station
- Rail
  - Investigation into on-street parking and demand for additional car parking at March Station
  - Potential station forecourt improvements at March Station
  - Current and future delays caused by level crossings being activated
  - Improvements to the frequency of rail services
- Road
  - Investigation into the need for the March Phase 2 Industrial Northern Link Road
  - Capacity improvements at various junctions to enable Fenland Local Plan growth
  - Junction enhancements to reduce significant delay at key junctions
  - Safety concerns at four key junctions in March
  - Car parking provision and usage in March

2.3 A technical brief for the study has been developed and Skanska have been commissioned to undertake the work through the Highways Services Contract. Local Member input will be essential throughout the study. It is proposed that this is achieved through the creation of the March Area Transport Study Steering group, an advisory group made up of two Councillors for each of the following organisations - Cambridgeshire County Council, Fenland District Council and March Town Council.

2.4 Details and Terms of Reference for the March Area Transport Study Steering Group will be agreed at the first meeting. Draft Terms of Reference are included as Appendix A to this paper. It is envisaged that the Steering Group will make recommendations to the County Council's Economy and Environment Committee, to Fenland District Council's Cabinet and to March Town Council. The County Council's Economy and Environment Committee has been delegated decision making authority for this study providing it updates the Combined Authority Board periodically and reports all study outcomes, business cases and scheme designs to the CA Board for final approval.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

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

- The primary focus of the March study is to enable growth in the study area. This is both housing and employment growth which would be to the benefit of all local residents.
- Additional aims are to reduce congestion and improve safety across the area which will result in economic benefits.

#### **3.2 Helping people live healthy and independent lives**

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

- The March study will improve access in the study area which will assist with providing better links to employment, health and education.
- The March study will ensure that consideration is given to sustainable forms of transport which have health benefits.
- The March study is investigating improvements to bus services and routing in March which will help people live independent lives by improving access to bus services.

### **3.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

There are no significant implications for this priority.

### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications for this priority.

### **4.3 Statutory, Legal and Risk Implications**

There are no significant implications for this priority.

### **4.4 Equality and Diversity Implications**

There are no significant implications for this priority.

### **4.5 Engagement and Communications Implications**

There are no significant implications for this priority.

### **4.6 Localism and Local Member Involvement**

Local members from district wards in the study area are to be consulted for the inclusion of two members on the Steering Group. March Town Council will be approached to provide an additional two members on the Steering Group.

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Name of Officer: Paul White



<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: Fiona McMillan
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Joanna Shilton
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Iain Green

<b>Source Documents</b>	<b>Location</b>
Cambridgeshire and Peterborough Combined Authority Board Paper (28 March 2018) – Transport Delivery 2018-19	<a href="http://www.cambspboroca.org/">http://www.cambspboroca.org/</a>
March Area Transport Study (2011)	<a href="http://www.fenland.gov.uk/article/3578/March-Area-Transport-Study">http://www.fenland.gov.uk/article/3578/March-Area-Transport-Study</a>
March Market Town Transport Strategy (2013)	<a href="https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/market-town-transport-strategies/">https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/market-town-transport-strategies/</a>
Fenland Local Plan (adopted 2014)	<a href="http://www.fenland.gov.uk/CHttpHandler.ashx?id=12064&amp;p=0">http://www.fenland.gov.uk/CHttpHandler.ashx?id=12064&amp;p=0</a>



### March Area Transport Study

#### Member Steering Group

##### Terms of Reference – **DRAFT FOR AGREEMENT**

1. The Member Steering Group has been established to assist in the review and development of schemes identified by the March Area Transport Study.
2. The aim of the March Area Transport Study is to identify potential transport interventions in March, Fenland to address existing capacity and safety problems as well as accommodating future growth in travel demand resulting from increases in housing and employment opportunities identified in the Fenland Local Plan that was adopted in May 2014.
3. The study will consider a range of transport interventions including but not limited to walking and cycling, bus, rail and road capacity improvements, with particular focus on:
  - a. Walking and Cycling
    - i. Identify barriers to improving walking and cycling
    - ii. Identify schemes to improve walking and cycling facilities
  - b. Bus
    - i. Investigate blocking of bus stops and bus routing through the town to alleviate delays
    - ii. Bus stopping facilities
    - iii. Inability of buses to turn around at March Station
  - c. Rail
    - i. Investigation into on-street parking and demand for additional car parking at March Station
    - ii. Potential station forecourt improvements at March Station
    - iii. Current and future delays caused by level crossings being activated
    - iv. Improvements to the frequency of rail services
  - d. Road
    - i. Investigation into the need for the March Phase 2 Industrial Northern Link Road
    - ii. Capacity improvements at various junctions to enable Fenland Local Plan growth
    - iii. Junction enhancements to reduce significant delay at key junctions
    - iv. Safety concerns at four key junctions
    - v. Car parking provision and usage in the town.
4. This note sets out the roles that the Member Steering Group will fulfil during the study, with the main role of the Group to provide guidance regarding the general direction of the Study, while representing the concerns of March constituents within the limitations of the study remit. The group will be asked to comment on the schemes identified by the study using their local knowledge of transport and other issues, including access to services within March and the surrounding area.
5. A March Area Transport Study Member Steering Group Communications Strategy will also support this terms of reference document. This Strategy sets out protocols for communication in respect of the March Area Transport Study and Members have a role to adhere to the communications strategy to enable effective implementation of the Study.
6. To ensure that the County, District and Town Councils are all involved in the Study, the Group will represent their respective authorities and play a role in disseminating information back to fellow Members where appropriate. Two nominated representatives for each authority will be

able to attend the Member Steering Group meetings. Councillors will nominate a chairperson for the group from amongst its membership at the first meeting.

7. The Study is funded by the Cambridge and Peterborough Combined Authority, with power delegated to Cambridgeshire County Council (CCC) to run and manage it through the County Council's Economy and Environment Committee. It is envisaged that the Steering Group will make recommendations to the Economy and Environment Committee, which would in turn make recommendations to the Combined Authority.
8. In parallel the Steering Group will make recommendations to Fenland District Council's Cabinet and March Town Council to ensure that support is obtained from all authorities.

**FINANCE AND PERFORMANCE REPORT – May 2018**

**To:** Economy and Environment Committee

**Meeting Date:** 12<sup>th</sup> July 2018

**From:** Executive Director, Place & Economy Services  
Chief Finance Officer

**Electoral division(s):** All

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

**Purpose:** To present to Economy and Environment Committee the May 2018 Finance and Performance (F&PR) report for Place & Economy Services.

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 May 2018.

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

- review, note and comment upon the report.

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Tel:	01223 699714

## 1. BACKGROUND

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the 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 Place & Economy Services Finance and Performance report for May 2018. Following a restructure, Place & Economy Services came into being on 1<sup>st</sup> January, but the layout of the Finance & Performance Report was retained in the old Economy Transport and Environment (ETE) structure for the remainder of the old financial year. Hence this May F&PR is the first report for the new financial year and the first report presented in the new Place & Economy services structure.
- 2.2 To ensure financial information is presented in a consistent way to all Committees a standardised format has now been applied to the summary tables and service level budgetary control reports included in each F&PR. The same format is also applied to the Integrated Resources and Performance Report (IRPR) presented to General Purposes Committee (GPC). The data shown provides the key information required to assess the financial position of the service and provide comparison to the previous month.
- 2.3 **Revenue:** The Service has started the financial year with two significant pressures for Coroners Services and Waste (both which come under H&CI Committee). The Coroners pressure of £290K is due to ongoing pressures and the requirement to address a backlog of cases, and the waste pressure of £500K is due to delays in signing the new contract. The P and E service is showing that it will make £790K savings by year-end to bring the budget back into balance, and this will be either be through fortuitous underspends and additional income or planned reductions in service if required at the later stages of the year.
- 2.4 **Capital:** New funding has been awarded by the Department for Transport since the Business Plan was published. This is made up of Pothole Grant (£1.608m + £0.807m) and additional Safer Roads funding (£0.128m).
- 2.5 **Performance:** This F&PR provides performance information for the suite of key Place & Economy (P&E) indicators for 2018/19. At this stage in the year, we are still reporting pre-2018/19 information for some indicators.
- 2.6 Of these twelve performance indicators, two are currently red, four are amber, and six are green. The indicators that are currently red are:
  - The average journey time per mile during the morning peak on the most congested routes
  - % Freedom on Information requests answered within 20 days

- 2.7 At year-end, the current forecast is that none of the performance indicators will be red, five will be amber and seven green.

### **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**

- 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.

<b>Source Documents</b>	<b>Location</b>
None	









**Place & Economy Services****Finance and Performance Report for Economy & Environment Committee – May 2018****1. SUMMARY****1.1 Finance**

Previous Status	Category	Target	Current Status	Section Ref.
	Income and Expenditure	Balanced year end position	Green	2
	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	4	6	12
Year-end prediction (for 2018/19)	0	5	7	12

**2. INCOME AND EXPENDITURE****2.1 Overall Position**

Forecast Variance - Outturn (Previous Month) £000	Directorate	Budget 2018/19 £000	Actual £000	Forecast Variance - Outturn (May) £000	Forecast Variance - Outturn (May) %
	Executive Director	469	174	0	0
	Highways	19,549	3,802	0	0
	Cultural & Community Services	11,143	769	+290	+3
	Environmental & Commercial Services	37,590	3,258	+500	+1
	Infrastructure & Growth	1,870	1,154	0	0
	External Grants	-29,108	-1,639	0	0
	Savings to be found within service			-790	
	<b>Total</b>	<b>41,512</b>	<b>7,518</b>	<b>0</b>	<b>0</b>

The service level budgetary control report for May 2018 can be found in [appendix 1](#).

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

To ensure financial information is presented in a consistent way to all Committees a standardised format has now been applied to the summary tables and service level budgetary control reports included in each F&PR. The same format is also applied to the Integrated Resources and Performance Report (IRPR) presented to General Purposes Committee (GPC). The data shown provides the key information required to assess the financial position of the service and provide comparison to the previous month.

## **2.2 Significant Issues**

### Waste PFI Contract

Contract changes that deliver full year savings totalling £1.3m have been identified however delays to reaching formal agreement with the contractor that will allow contract changes to deliver a series of positive initiative will result in a shortfall in delivered savings. It is anticipated that agreement will be reached to allow savings to commence in September resulting in a savings shortfall of approximately £500,000 this financial year.

Until agreement is reached with the contractor on the contract changes the variable nature of the MBT creates uncertainty in the forecast and actual performance could improve, resulting in an underspend, or worsen, resulting in an overspend

### Coroners

Coroners are projecting an overspend of £290k, which is caused by a mixture of on-going workload pressure i.e. the number of cases going up with more complexities, and a need to reduce the backlog of cases built up over previous years.

Although not yet identified it is expected that savings/underspends will be found within Place & Economy to fund the current projected overspend.

## **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 May 2018.

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)**

Use of earmarked reserve as agreed by General Purposes Committee (GPC) in 2017  
– To fund former Whippet Coaches routes to retain service £84,000

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**

##### Funding

Further grants have been awarded from the Department for Transport since the published business plan, these being Pothole grant funding 18/19 (£1.608m), a second tranche of Pothole grant funding (£0.807m) and further Safer Roads funding (£0.128m).

All other schemes are funded as presented in the 2018/19 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 suite of key Place & Economy (P&E) indicators for 2018/19. At this stage in the year, we are still reporting pre-2018/19 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 2018/19 targets are not expected to be achieved.

##### **a) Economy & Environment**

No new information this month.

##### **b) P&E Operational Indicators**

No new information this month.

#### 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**

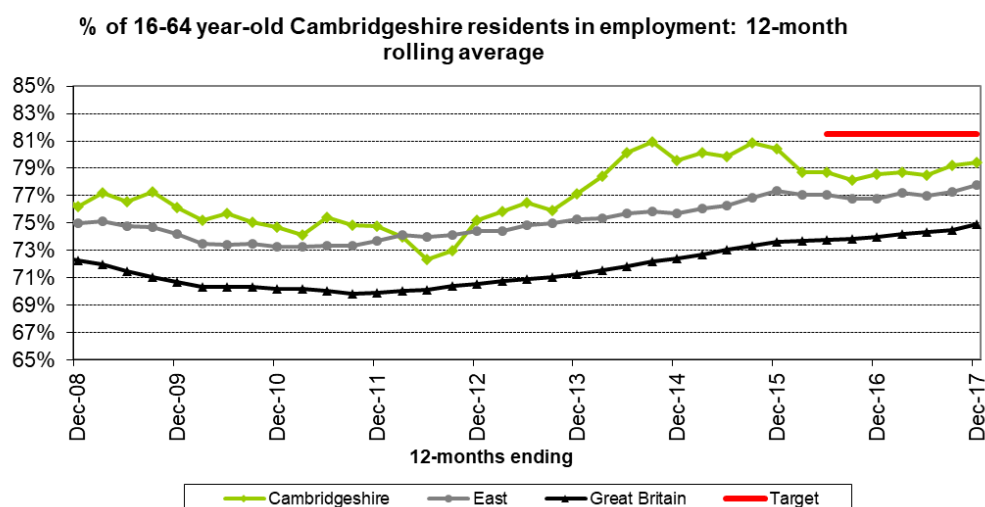
##### **Economic Development**

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

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

The 12-month rolling average is 79.4%, which is a slight increase from the last reported quarterly rolling average figure of 79.2% as at the end of September 2017. This said, it is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.9% and the Eastern regional figure of 77.8%.

78.1% are employed full time and 21.9% are employed part time.



#### b) P&E Operational Indicators

No new information this month

### 4.4 Green Indicators (new information)

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

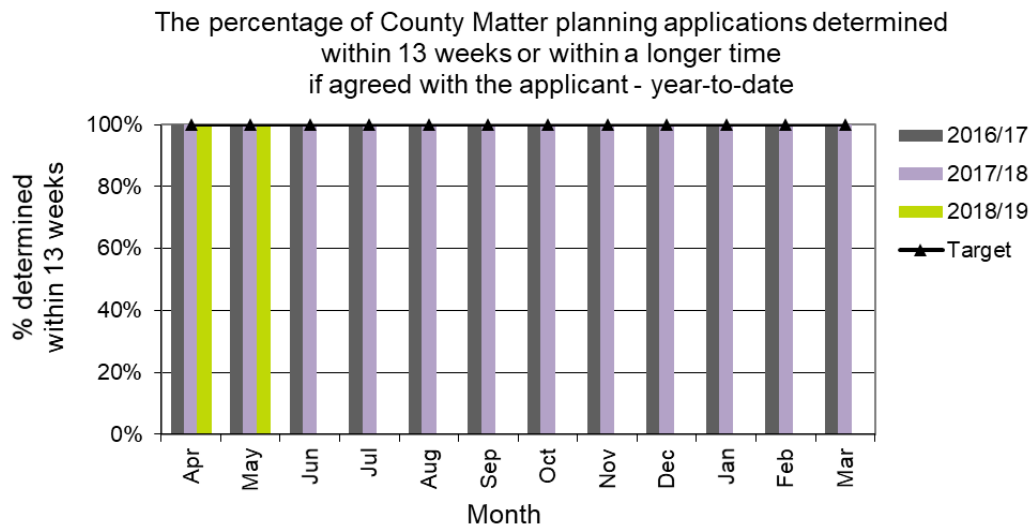
#### a) Economy & Environment

##### 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 May 2018)

4 County Matter planning applications have been received and determined on time since the beginning of the 2018/19 financial year.

There was 1 other application excluded from the County Matter figures. This was an application that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). 100% of these were determined on time.



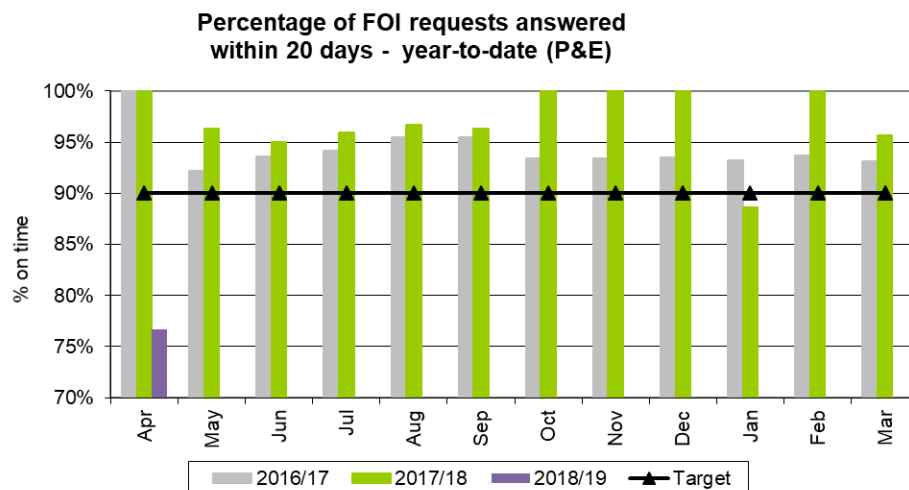
### c) P&E Operational Indicators

#### Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (April 2018)

30 Freedom of Information requests were received during April 2018. Provisional figures show that 23 (76.7%) of these were responded to on time.

30 Freedom of Information requests have been received since April 2017 and 76.7% of these have been responded to on-time. This compares with 100% (out of 26) and 100% (out of 23) for the same period last year and the year before.

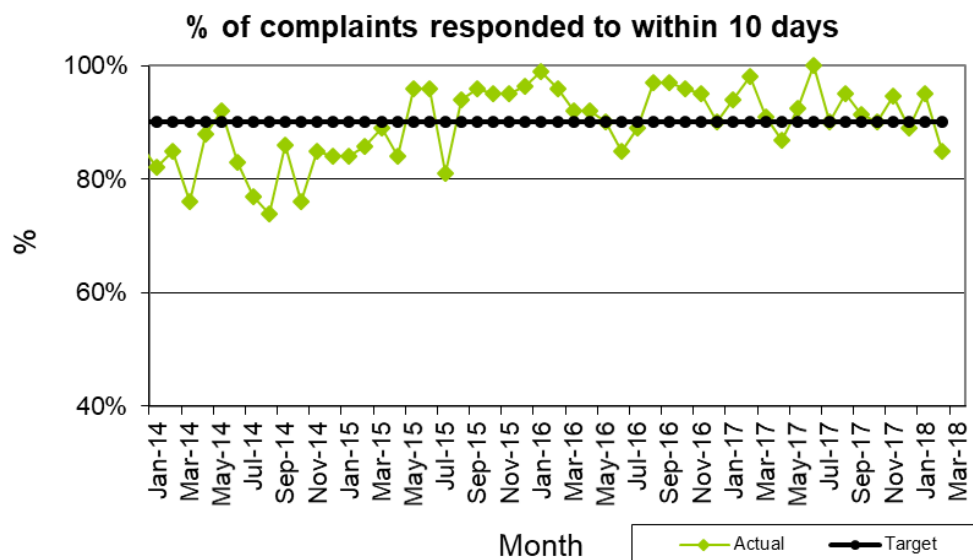


#### Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (March 2018)

34 complaints were received in March 2018. 29 (88%) of these were responded to within 10 working days.

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



## 4.5 Contextual indicators (new information)

### a) Economy & Environment

#### Connecting Cambridgeshire

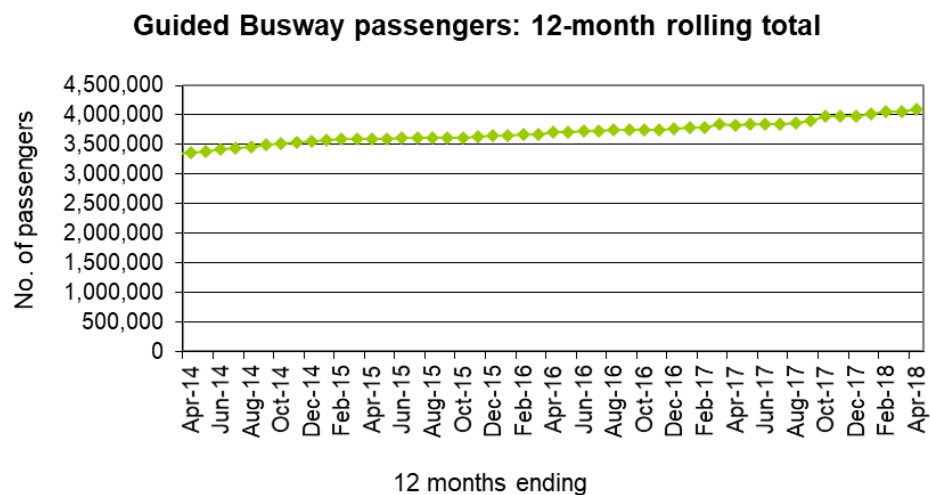
% of take-up in the intervention area as part of the superfast broadband rollout programme (to May 2018)

Figures to the end of January 2018 show that the average take-up in the intervention area has increased to 53.2%. Previously reported figures were 46.79% in July 2017, 49.4% in November 2017 and 50.5% in January 2018, showing a steady increase in the percentage take-up.

#### Passenger Transport

- Guided Busway passenger numbers (April 2018)

The Guided Busway carried 334,870 passengers in April 2018. There have now been over 23.3 million passengers since the Busway opened in August 2011. The 12-month rolling total is 4.0 million.





# APPENDIX 1 – Service Level Budgetary Control Report

## Place & Economy Service Level Finance & Performance Report

### Finance & Performance Report for P&E - May 2018

Forecast Outturn Variance (Apr)		Budget 2018/19	Actual May 2018	Forecast Outturn Variance	
£000's		£000's	£000's	£000's	%
<b>Executive Director</b>					
0	Executive Director	201	138	0	0%
0	Business Support	268	36	0	0%
<b>0</b>	<b>Executive Director Total</b>	<b>469</b>	<b>174</b>	<b>0</b>	<b>0%</b>
<b>Highways</b>					
0	Asst Dir - Highways	120	0	0	0%
0	Local Infrastructure Maintenance and Improvement	6,351	535	0	0%
0	Traffic Management	-135	190	0	0%
0	Road Safety	506	73	0	0%
0	Street Lighting	9,771	2,841	0	0%
0	Highways Asset Management	570	179	0	0%
0	Parking Enforcement	0	-65	0	0%
0	Winter Maintenance	2,048	36	0	0%
0	Bus Operations including Park & Ride	319	12	-0	0%
<b>0</b>	<b>Highways Total</b>	<b>19,549</b>	<b>3,802</b>	<b>-0</b>	<b>0%</b>
<b>Cultural &amp; Community Services</b>					
0	Asst Dir - Cultural & Community Services	123	20	-0	0%
0	Public Library Services	3,263	614	0	0%
0	Cultural Services	87	13	0	0%
0	Archives	354	55	0	0%
0	Registration & Citizenship Services	-541	-20	0	0%
0	Coroners	903	9	290	32%
0	Community Transport	2,285	-21	0	0%
0	Concessionary Fares	4,668	99	0	0%
<b>0</b>	<b>Cultural &amp; Community Services Total</b>	<b>11,143</b>	<b>769</b>	<b>290</b>	<b>3%</b>
<b>Environmental &amp; Commercial Services</b>					
0	Asst Dir - Environment & Commercial Services	120	-76	0	0%
0	County Planning, Minerals & Waste	432	-94	0	0%
0	Historic Environment	56	18	0	0%
0	Trading Standards	694	42	0	0%
0	Flood Risk Management	411	17	0	0%
0	Energy	59	19	0	0%
0	Waste Management	35,820	3,331	500	1%
<b>0</b>	<b>Environmental &amp; Commercial Services Total</b>	<b>37,590</b>	<b>3,258</b>	<b>500</b>	<b>1%</b>
<b>Infrastructure &amp; Growth</b>					
0	Asst Dir - Infrastructure & Growth	120	21	-0	0%
0	Major Infrastructure Delivery	1,100	594	0	0%
0	Transport Strategy and Policy	103	315	0	0%
0	Growth & Development	547	160	0	0%
0	Highways Development Management	0	63	0	0%
<b>0</b>	<b>Infrastructure &amp; Growth Total</b>	<b>1,870</b>	<b>1,154</b>	<b>-0</b>	<b>0%</b>
Savings to be found within Service				-790	
<b>0 Total</b>		<b>70,620</b>	<b>9,157</b>	<b>-0</b>	<b>0%</b>
<b>Grant Funding</b>					
0	Non Baselined Grants	-29,108	-1,639	0	0%
<b>0</b>	<b>Grant Funding Total</b>	<b>-29,108</b>	<b>-1,639</b>	<b>0</b>	<b>0%</b>
<b>0 Overall Total</b>		<b>41,512</b>	<b>7,518</b>	<b>-0</b>	<b>0%</b>

## 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 2018/19 £'000	Actual £'000	Outturn Forecast	
			£'000	%
<b>Coroners</b>	903	9	+290	+32
Coroners are projecting an overspend of £290k, which is caused by a mixture of on-going workload pressure i.e. the number of cases going up with more complexities, and a need to reduce the backlog of cases built up over previous years.				
<b>Community Transport</b>	2,285	-21	0	0
Community Transport has pressures of £280k, which is due to the cost of former commercial routes, this can be covered in the short-term from earmarked reserves. It has already been agreed that £84k would be used from the community transport earmarked reserve for the former commercial routes.				
<b>Waste Management</b>	35,820	331	500	+1
<p>Contract changes that deliver full year savings totalling £1.3m have been identified however delays to reaching formal agreement with the contractor that will allow contract changes to deliver a series of positive initiative will result in a shortfall in delivered savings. It is anticipated that agreement will be reached to allow savings to commence in September resulting in a savings shortfall of approximately £500,000 this financial year.</p> <p>Until agreement is reached with the contractor on the contract changes the variable nature of the MBT creates uncertainty in the forecast and actual performance could improve, resulting in an underspend, or worsen, resulting in an overspend</p>				

### APPENDIX 3 – Grant Income Analysis

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

<b>Grant</b>	<b>Awarding Body</b>	<b>Expected Amount £'000</b>
<b>Grants as per Business Plan</b>	Various	29,108
Non-material grants (+/- £30k)		0
<b>Total Grants 2018/19</b>		<b>29,108</b>

## APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
<b>Budget as per Business Plan</b>	41,428	
Funding of former commercial bus routes from earmarked reserve	+84	
Non-material virements (+/- £30k)		
<b>Current Budget 2018/19</b>	<b>41,512</b>	

## APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2018 £'000	Movement within Year £'000	Balance at 31st May 2018 £'000	Yearend Forecast Balance £'000	Notes
<b>Equipment Reserves</b>					
Libraries - Vehicle replacement Fund	30	0	30	0	
<b>Sub total</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>0</b>	
<b>Other Earmarked Funds</b>					
Deflectograph Consortium	55	0	55	55	Partnership accounts, not solely CCC
Highways Searches	55	0	55	0	
On Street Parking	2,812	0	2,812	2,500	
Streetworks Permit scheme	117	0	117	0	
Highways Commuted Sums	700	0	700	700	
Streetlighting - LED replacement	184	0	184	0	
Community Transport	444	0	444	444	
Guided Busway Liquidated Damages	(35)	0	(35)	0	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	0	59	59	
Flood Risk funding	20	0	20	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	203	0	203	200	Partnership accounts, not solely CCC
Travel to Work	172	0	172	172	Partnership accounts, not solely CCC
Steer- Travel Plan+	54	0	54	54	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k	(149)	0	(149)	0	
<b>Sub total</b>	<b>5,382</b>	<b>0</b>	<b>5,382</b>	<b>4,875</b>	
<b>Short Term Provision</b>					
Mobilising Local Energy Investment (MLEI)	55	0	55	0	
<b>Sub total</b>	<b>55</b>	<b>0</b>	<b>55</b>	<b>0</b>	
<b>Capital Reserves</b>					
Government Grants - Local Transport Plan	3,897	0	3,897	0	Account used for all of P&E
Other Government Grants	1,521	(4,981)	(3,461)	0	
Other Capital Funding	4,782	(815)	3,967	5,000	
<b>Sub total</b>	<b>10,200</b>	<b>(5,797)</b>	<b>4,404</b>	<b>5,000</b>	
<b>TOTAL</b>	<b>15,668</b>	<b>(5,797)</b>	<b>9,871</b>	<b>9,875</b>	

## APPENDIX 6 – Capital Expenditure and Funding

### Capital Expenditure

2018/19						TOTAL SCHEME	
Original 2018/19 Budget as per BP	Scheme	Revised Budget for 2018/19	Actual Spend (May)	Forecast Spend - Outturn (May)	Forecast Variance - Outturn (May)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	<b>Integrated Transport</b>						
200	- Major Scheme Development & Delivery	200	17	200	0	200	0
682	- Local Infrastructure Improvements	682	-62	682	0	863	0
594	- Safety Schemes	594	-3,110	594	0	594	0
345	- Strategy and Scheme Development work	345	134	345	0	345	0
1,346	- Delivering the Transport Strategy Aims	3,313	254	3,313	0	4,178	0
23	- Air Quality Monitoring	35	-7	35	0	23	0
14,591	<b>Operating the Network</b>	16,004	-188	16,004	0	16,248	0
	<b>Highway Services</b>						
4,300	- £90m Highways Maintenance schemes	5,062	325	5,062	0	0	0
0	- Pothole grant funding	2,415	-39	2,415	0	1,155	0
0	- National Productivity Fund	692	204	692	0	2,890	0
0	- Challenge Fund	3,346	1,463	3,346	0	6,250	0
0	- Safer Roads Fund	1,302	8	1,302	0	1,175	0
	<b>Environment &amp; Commercial Services</b>						
395	- Waste Infrastructure	300	0	300	0	5,120	0
250	- Energy Efficiency Fund	374	0	374	0	1,000	0
0	- Carbon Reduction	0	0	0	0	214	0
	<b>Cultural &amp; Community Services</b>						
2,611	- Cambridgeshire Archives	2,862	0	2,862	0	5,180	0
1,321	- Libraries	2,480	8	2,480	0	4,809	0
	<b>Infrastructure &amp; Growth Services</b>						
3,129	- Cycling Schemes	3,273	82	3,273	0	17,650	0
0	- Huntingdon - West of Town Centre Link Road	957	0	957	0	9,116	0
1,077	- Ely Crossing	13,109	-128	13,109	0	49,000	0
500	- Guided Busway	500	116	500	0	148,886	0
6,663	- King's Dyke	6,000	330	6,000	0	13,580	0
0	- Scheme Development for Highways Initiatives	388	0	388	0	1,000	0
0	- A14	0	10	0	0	25,200	0
0	- Soham Station	0	0	0	0	6,700	0
0	- Other schemes	0	0	0	0	1,000	0
0	- Combined Authority Schemes	100	0	100	0	100	0
	<b>Other Schemes</b>						
6,000	- Connecting Cambridgeshire	6,000	0	6,000	0	36,290	0
<b>44,027</b>		<b>70,333</b>	<b>-583</b>	<b>70,333</b>	<b>0</b>	<b>358,766</b>	<b>0</b>
-8,071	Capital Programme variations	-8,071		0	8,071		
<b>35,956</b>	<b>Total including Capital Programme variations</b>	<b>62,262</b>	<b>-583</b>	<b>70,333</b>	<b>8,071</b>		

The increase between the original and revised budget is partly due to the carry forward of funding from 2017/18, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2017/18 financial year. The phasing of a number of schemes have been reviewed since the published business plan. This still needs to be agreed by GPC.

Additional grants have been awarded since the published business plan, these being 2 tranches of Pothole grant funding and further Safer Roads funding.

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.

### **King's Dyke**

Kier are progressing well with the detailed design now that the additional surveys have been completed and the information fed into the design. The design is expected to be completed later in the year and construction to follow. The detailed design did not commence as quickly as anticipated due to access requirements to carry out the additional surveys so some of this cost has moved into 2018/19.

It was also anticipated that significant land costs would be paid in 2017/18. However, this did not happen and these costs have rolled into 2018/19. This meant that only £1.66m of last year's allocation of £6m was spent.

The expenditure for 2018/2019 financial year is estimated at £6.7m which is less than the £11m in the works budget as the construction is starting later than originally anticipated and most of this will be spent in the 2019/2020 financial year.

### **St Neots Northern Foot and Cycle Bridge**

Spend for 2018/19 is anticipated to be £300,000 as work continues on determining the preferred design of the bridge, obtaining political approval for this and then moving into detailed design and statutory processes.

### **General Cycling**

£35,000 has been allocated for minor cycling improvements countywide.

Works to improve a short length of Barton to Cambridge cycleway have now been completed on budget.

The final phase of Huntingdon Road will be taking place soon to install a wider, red cycle lane between Storey's Way and Girton Corner.

A feasibility study will be undertaken to see how Boxworth can be linked to the A14/Swavesey for walking and cycling.

£231,000 is currently allocated towards a new foot and cycleway on the A1198 between Cambourne and Papworth, which will allow for the scheme to be designed and developed, but further funding will be needed to complete the construction. It is anticipated that this will come in due course from Highways England.

## Abbey-Chesterton Bridge

This project is still in the process of discharging planning conditions and awaiting legal sign off for land deals, to enable works to start on site, as per below.

The planning application was submitted in July 2016 and it was anticipated that this process would complete by Autumn 2016, with construction of the bridge in late 2017, and thus significant construction related spend could be achieved.

The planning permission was not granted until February 2017 following the need to submit multiple packages for certain aspects of the application. Construction now looks likely to commence in July 2018, though this is dependent upon discharging the pre-start planning conditions.

Significant spend will not be encountered until the construction work actually commences, thus the majority of spend will now come later in 2018/19 and in 2019/20.

The required scrub clearance and tree felling work had been completed before the bird nesting season commenced.

### Capital Funding

2018/19				
Original 2018/19 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2018/19 £'000	Forecast Spend - Outturn (May) £'000	Forecast Funding Variance - Outturn (May) £'000
17,781	Local Transport Plan	17,801	17,801	0
373	Other DfT Grant funding	6,870	6,870	0
1,287	Other Grants	5,708	5,708	0
5,475	Developer Contributions	7,123	7,123	0
8,170	Prudential Borrowing	24,617	24,617	0
10,941	Other Contributions	8,214	8,214	0
<b>44,027</b>		<b>70,333</b>	<b>70,333</b>	<b>0</b>
<b>-8,071</b>	Capital Programme variations	-8,071	-8,071	0
<b>35,956</b>	<b>Total including Capital Programme variations</b>	<b>62,262</b>	<b>62,262</b>	<b>0</b>

The increase between the original and revised budget is partly due to the carry forward of funding from 2017/18, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2017/18 financial year. The phasing of a number of schemes have been reviewed since the published business plan. Additional grants have been awarded since the published business plan, these being 2 tranches of Pothole grant funding and further Safer Roads funding.

Funding	Amount	Reason for Change
---------	--------	-------------------



	(£m)	
Revised Phasing (Specific Grant)	4.4	Rephasing of grant funding for King's Dyke (£4.4m) from 2017/18, costs to be incurred in 2018/19.
Additional Funding (Section 106 & CIL)	1.7	Additional developer contributions to be used for a number of schemes (£0.7m). Roll forward of CIL funding for Hunts Link Road for outstanding land compensation costs (£1.0m).
Revised Phasing (Other Contributions)	-2.7	Revised phasing of King's Dyke spend.
Additional Funding / Revised Phasing (DfT Grant)	6.5	Roll forward and additional Grant funding – National Productivity Fund (£0.7m), Challenge Fund (£1.1m), Safer Roads Fund (£1.3m), Cycle City Ambition Grant (£1.4m) and Pothole Action Fund (£2.4m).
Additional Funding / Revised Phasing (Prudential borrowing)	16.4	Additional funding required for increased costs for Ely Crossing (£9.2m). Rephasing of spend for Highways maintenance (£2.5m), Challenge Fund (£2.2m) and Sawston Community Hub (£1.4m)

## 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				
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	↑	New indicator for 2016/17 To 31 May 2018	53.2%	Contextual		Figures to the end of January 2018 show that the average take-up in the intervention area has increased to 53.2%. Previously reported figures were 46.79%.in July 2017, 49.4% in November 2017 and 50.5% in January 2018, showing a steady increase in the percentage take-up.	
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 28 February 2018	96.1%	95.2% by June 2017	G	G	Figures have risen to 95.8% as at the end of December 2017.  The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.
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 December 2017	79.4%	80.9% to 81.5%	A	A	The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).  The 12-month rolling average is 79.4%, which is a slight increase from the last reported quarterly rolling average figure of 79.2% as at the end of September 2017. This said, it is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									74.9% and the Eastern regional figure of 77.8%.  78.1% are employed full time and 21.9% are employed part time.
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↓	November 2016	10.8%:4.8%  Ratio of most deprived areas (Top 10%) to all other areas  Gap of 6.0 percentage points	Gap of <=6.0 percentage points  Most deprived areas (Top 10%) Actual <=11.5%	G	A	The 2016/17 target of <=11.5% is for the most deprived areas (top 10%).  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.  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	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	Additional jobs created	High	↑	To 30 September 2016	+12,600 (provisional)	+3,500	G	G	The latest provisional figures from the Business Register and Employment Survey (BRES) show that 12,600 additional jobs were created between September 2015 and September 2016 compared with an increase of 6,300 for the same period in the previous year. This means that the 2016/17 target of +3,500 additional jobs has been achieved.  This information is usually published late September/early October 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

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.
<b>Passenger Transport</b>									
Monthly	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	Guided Busway passengers per month	High	↓	To 30 April 2018	334,870		Contextual		The Guided Busway carried 334,870 passengers in April 2018. There have now been over 23.3 million passengers since the Busway opened in August 2011. The 12-month rolling total is 4.0 million.
Yearly	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	Local bus passenger journeys originating in the authority area	High	↑	2016/17	Approx. 18.7 million	19 million	A	A	There were over 18.7 million bus passenger journeys originating in Cambridgeshire in 2016-7. This represents an increase of almost 2% from 2015-6; this growth can probably be attributed to the continued increase in passenger journeys on the guided busway. As predicted last year the target of 19 million bus passenger journeys was not achieved, but it still is anticipated that there is a chance of growth in the future through the City Deal and if so, this will take place in 2017-8 at the earliest.
<b>Planning applications</b>									
Monthly	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	To 31 May 2018	100%	100%	G	G	4 County Matter planning applications have been received and determined on time since the beginning of the 2018/19 financial year.  There was 1 other application excluded from the County Matter

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									figures. This was an application that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). 100% of these were determined on time.
Traffic and Travel									
Yearly	<b>Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer &amp; The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015.  Overall growth from the 2004-2005 average baseline is 62.5 percent 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	↓	October 2016	Fenland = 73.7% Other excluding Cambridge = 80.6%	Fenland = 86.3%	A	A	Latest figures published by the Department for Transport show that in 2015/16, 73.7% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2014/2015 (81.1%).  It is worth noting that 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. For instance the sample size for Fenland was 360 people and the sample size for the whole of Cambridgeshire was 2,323.  Excluding Cambridge, the latest figure for the rest of the County is approximately 80.6%. The gap of 7.0 percentage points is less than the 204/15 gap of 8.3 percentage points. The 2012/13 baseline gap was 8.7 percentage points.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
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	↓	September 2015 to August 2016	4 minutes 52 seconds	4 minutes	R	A	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.  The target for 2017/18 is to reduce this to 4 minutes per mile.

## b) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 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	↓	To 30 April 2018	76.7%	90%	R	G	30 Freedom of Information requests were received during April 2018. Provisional figures show that 23 (76.7%) of these were responded to on time.  30 Freedom of Information requests have been received since April 2017 and 76.7% of these have been responded to on-time. This compares with 100% (out of 26) and 100% (out of 23) 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	↑	To 31 March 2018	88%	90%	A	G	34 complaints were received in March 2018. 29 (88%) of these 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								
	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 31 March 2018	3.6 days per f.t.e.	6 days per f.t.e	G	G	The 12-month rolling average has increased slightly to at 3.6 days per full time equivalent (f.t.e.) and is still below (better than) the 6 day target.  During March the total number of absence days within Place and Economy was 207 days based on 500 staff (f.t.e) working within the Service. The breakdown of absence shows that 137 days were short-term sickness and 70 days were long-term sickness.  The launch of the new ERP Gold system has caused a delay in reports from this new data which means there is currently no data for the current financial year while new reports are written and tested.





## **ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

**Those in red bold text have not yet taken place or details are still to be confirmed**

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
1.	The Budget and ETE Business Planning Process	To provide an understanding of the process	Amanda Askham	Wednesday 9 <sup>th</sup> August 2017 10-12 noon	KV Room	Seminar	E and E Ctte and Subs	6 (no individual details provided)	10% of full Council Membership
2.	Introduction to Major Infrastructure Delivery	To provide an understanding of the subject	Stuart Walmsley	28th November 2017	KV Room	Seminar	All	<b>David Ambrose Smith</b> Henry Bachelor <b>Ian Bates</b> Anna Bradnam Kevin Cuffley John Gowing Anne Hay Joan Whitehead <b>Donald Adey</b> Bill Hunt Nichola Harrison Josh Schumann <b>Tim Wotherspoon</b> Lorna Dupre Anna Bailey Matthew Shuter	26% of full Council Membership  <b>40% of main E and E Committee membership</b>

**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
3.	Ely Bypass Site Visit	To view the site to help gain a better understanding of the issues	Brian Stinton/ Stuart Walmsley	Friday 25 <sup>th</sup> August 2017 10 a.m. - 1.p.m.	On site	Site Visit	E and E Ctte and Subs	<b>David Ambrose Smith</b> <b>Ian Bates</b> Henry Batchelor Lorna Dupre Ian Gardener Bill Hunt Tom Sanderson <b>Tim Wotherspoon</b>	24% of full Council membership  <b>30% of main E and E Committee membership</b>
4.	Waterbeach Waste Management Park site visit [Organised by H&CI Committee]	To help provide a better understanding of the subject	Adam Smith	Mon 12th Feb 2018 11am – 2pm	On site	Site Visit	H and C Ctte – invitation also extended to E and E Committee	<b>Ian Bates</b> Henry Batchelor <b>David Connor</b> Sebastian Kindersley	7% of full Council membership  <b>20% of main E and E Committee membership</b>

**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
5.	Connecting Cambridgeshire – Digital Connectivity	To update Members on Progress and to help provide a better understanding	Noelle Godfrey	Mon 4th Sep 2017 2-3pm	KV Room	Seminar	All	<b>David Ambrose Smith,</b> <b>Ian Bates,</b> Adela Costello, Lorna Dupre, Lis Every, Mark Howell, David Jenkins, <b>Noel Kavanagh,</b> <b>John Williams,</b> <b>Tim Wotherspoon,</b>	16% of Council membership  <b>50% of main E and E Committee membership</b>
6.	County's role in Growth and Development	To update Members on progress and to help provide a better understanding	Sass Pledger, Juliet Richardson	Mon 2 <sup>nd</sup> Oct 2017 2-4pm	KV Room	Seminar	All	<b>Donald Adey</b> <b>David Ambrose Smith</b> <b>Ian Bates</b> Anna Bradnam Steve Criswell Lis Every Lynda Harford	20% of Council membership  <b>40% of main E and E</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

**Those in red bold text have not yet taken place or details are still to be confirmed**

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								Anne Hay Linda Jones Lina Joseph <b>Noel Kavanagh</b> Joshua Schumann	<b>Committee membership</b>
7.	Flood Risk Management Strategy and work	To help provide a better understanding of the subject	Sass Pledger, Julia Beeden	Wed Oct 25 <sup>th</sup> 2017 2-4pm	KV Room	Seminar	All	<b>Ian Bates</b> Anna Bradnam John Gowing Mark Howell Tom Sanderson Joan Whitehead <b>John Williams</b> <b>Tim Wotherspoon</b>	13% of Council membership <b>30% of main E and E Committee membership</b>
8.	Energy Strategy and Work	To help provide a better understanding of the subject and provide a	Sass Pledger, Sheryl French	Mon 13 <sup>th</sup> Nov 2017 10am-12pm	KV Room	Seminar	All	<b>Ian Bates</b> Anna Bradnam John Gowing Mark Howell Joshua Schumann	10% of full Council membership <b>10% of main</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
		progress update						Terry Rogers	<b>E and E Committee membership</b>
9.	County Planning Minerals and Waste	To help provide a better understanding of the subject and provide a progress update	Sass Pledger, Emma Fitch	Wed 29 <sup>th</sup> Nov 2017 2-4pm	KV Room	Seminar	All	<b>David Connor</b> Anna Bradnam Ian Gardener John Gowing Lynda Harford Terry Rogers Joan Whitehead <b>John Williams</b>	13% of full Council membership  <b>20% of main E and E Committee membership</b>
10.	Major railway projects	To help provide a better understanding of the subject and provide a progress update	Jeremy Smith	Mon 18 <sup>th</sup> Dec 2017 2-4pm	KV Room	Seminar	All	<b>Donald Adey</b> <b>David Ambrose Smith</b> Anna Bradnam John Gowing <b>Ian Bates</b> Lis Every Bill Hunt	16% of full Council membership  <b>40% of main E and E</b>

**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

**Those in red bold text have not yet taken place or details are still to be confirmed**

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								Terry Rogers Joan Whitehead <b>John Williams</b>	<b>Committee membership</b>
11.	Bus Bill	<b>Review of supported bus services explaining the economies and constraints of running a commercial bus service.</b>	<b>Paul Nelson</b>	<b>2<sup>nd</sup> February</b>	KV Room	Taken as part of the Member Monthly Seminar	All	Anna Bailey Anna Bradnam Adela Costello Steve Count Steve Criswell Kevin Cuffley Lorna Dupre Lis Every John Gowing Anne Hay Roger Hickford Mark Howell Peter Hudson Bill Hunt Linda Jones <b>Noel Kavanagh</b> Ian Manning Mac McGuire Lucy Nethsingha Terry Rogers Mike Shellens	39% total Council Membership  <b>20% of main E and E Committee membership</b>

**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								Mandy Smith Joan Whitehead <b>John Williams</b>	
12.	A14 site visit (Limited to 12 places)	To see the progress on the construction and to be given more details on site	Stuart Walmsley / Highways England	2 p.m. 10 <sup>th</sup> April 2018	On site Swavesey	Site Visit	E and E Cttee but opened up to all County Councillors	<b>Bates</b> Batchelor Criswell Dupre Hunt Jenkins <b>Wotherspoon</b>	12% of full Council membership  <b>20% of main E and E Committee membership</b>
13.	Further Ely Bypass Site Visit	To view the site and construction progress	Brian Stinton/ Stuart Walmsley	9 <sup>th</sup> May 2018	On site	Site Visit	E and E Cttee and Subs	<b>Connor</b> Hunt	3% of Full Council membership <b>10% of Committee membership but 30% attended an</b>

**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
									<b>earlier site visit</b>
14.	The Combined Authority	To provide an understanding of the Authority and its relationship to the County Council and other partners	Martin Whiteley Combined Authority	10.30am Friday 15 <sup>th</sup> June 2018 one hour plus slot	KV Room	Topic Monthly Member Seminar	All	A Bradnam A Costello S Count P Downes J French J Gowing L Harford N Harrison A Hay R Hickford M Howell P Hudson L Jones S King <b>S Tierney</b> J Whitehead <b>T Wotherspoon</b>	28% of Council membership  <b>20% of main E and E Committee membership</b>



**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

Those in red bold text have not yet taken place or details are still to be confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
15.	<b>Cambridgeshire and Peterborough Minerals and Waste Local Plan</b>	<b>To hold a future Member seminar and if practicable, to extend invitations to District Councillors</b>	<b>Ann Barnes</b>	<b>15<sup>th</sup> March 2019 Seminar</b>	KV Room Shire Hall	<b>To provide more information on the detail</b>			
<b>REGARDING THE FOLLOWING - DEMOCRATIC SERVICES STILL AWAITING PROPOSED DATES FROM OFFICERS - THE EARLIEST THEY CAN BE ACCOMMODATED IS SLOTS ON THE SEPTEMBER / NOVEMBER MEMBER SEMINARS</b>									
16.	<b>Section 106</b>		<b>Jeremy Smith</b>	<b>To be confirmed - will utilise existing monthly Member seminar programme.</b>					

**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN****Those in red bold text have not yet taken place or details are still to be confirmed**

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
17.	<b>New Developments</b>	<b>To include information on</b> <ul style="list-style-type: none"><li><b>• future proofing new homes to take account of the demands of a rising elderly population,</b></li><li><b>• builders installing solar panels</b></li><li><b>• landscaping tree planting programmes</b></li></ul>	<b>Juliet Richardson</b>	<b>See comments above</b>					

# ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN

Published on 2nd July 2018

**AGENDA ITEM: 12**

## 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.

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
<b>12/07/18</b>	Waterbeach New Town Planning Application Response	Colum Fitzsimons / David Allatt	2018/041	<b>28/06/18</b>	<b>03/07/18</b>
	Extending the funding on the contracted bus services to the end of the 2019 financial year	Paul Nelson	2018/053		
	Land North of Cherry Hinton Response to Planning Application	Colum Fitzsimons	Not applicable		
	Bikeability Cycle Training Funding	Mike Davies	Not applicable		
	Councillor Appointment To The March Area Transport Study Steering Group	Andy Preston	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>16/08/18</b>	Combined Authority Procurement	Jack Eagle	2018/054	<b>02/08/18</b>	<b>07/08/18</b>
	Community Transport Grant Procurement Award	Paul Nelson	2018/037		
	Cambridgeshire County Council & Cambridgeshire & Peterborough Combined Authority Partnership Agreement for Connecting Cambridgeshire Programme Delivery 2018-22	Noelle Godfrey	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>13/09/18</b>	Kings Dyke Contract Award Approval	Brian Stinton	2018/038	<b>30/08/18</b>	<b>04/09/18</b>
	Highways Response to West Cambridge Master Planning Report	David Allatt	2018/040		
	Planning Obligations Strategy	C Fitzsimmons	Not applicable		
	Waterbeach Supplementary Planning Document	Colum Fitzsimons / David Allatt	Not applicable		

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
	The Cambridgeshire Statement of Community Involvement	Ann Barnes	Not applicable		
	Cambridge Northern Fringe East Area Action Plan	Juliet Richardson	Not applicable		
	Trading Standards Update - Annual Report	Peter Gell / Sass Pledger	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>11/10/18</b>	Royal London Waterbeach Planning Application	Juliet Richardson	2018/039	<b>27/09/18</b>	<b>02/10/18</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>15/11/18</b>	St Neots Northern Foot and Cycle Bridge – Selection of preferred design Option	Mike Davies	Not yet confirmed	<b>01/11/18</b>	<b>06/11/18</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
	Agenda Plan	Democratic Services	Not applicable		
<b>06/12/18</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	<b>22/11/18</b>	<b>27/11/18</b>
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>10/01/19</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	<b>21/12/18</b>	<b>31/12/18</b>
	Approval of the Cambridgeshire Statement of Community Involvement	Ann Barnes	Not applicable		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>07/02/19</b> (Reserve date)				<b>24/01/19</b>	<b>29/01/19</b>
<b>14/03/19</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	<b>01/03/19</b>	<b>05/03/19</b>
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>11/04/19</b> (Reserve date)				<b>28/03/19</b>	<b>02/05/19</b>
<b>23/05/19</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		

