

# ECONOMY AND ENVIRONMENT COMMITTEE



**Date: Thursday, 15 November 2018**

**Democratic and Members' Services**

Fiona McMillan  
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/cc-conduct-code>
2. **Minutes 11th October 2018 Economy and Environment Committee** 5 - 20
3. **Minute Action Log update** 21 - 26
4. **Petitions and Public Questions**

## **DECISIONS**

5. **St Neots Northern Foot and Cycle Bridge - Selection of Preferred Design Option** 27 - 46
6. **Finance and Performance Report - to follow**

<b>7.</b>	<b>Appointments to Outside Bodies</b>	<b>47 - 50</b>
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## **INFORMATION AND MONITORING**

<b>8.</b>	<b>Training Plan Economy and Environment Committee</b>	<b>51 - 60</b>
<b>9.</b>	<b>Economy and Environment Committee agenda plan - update 7th November</b>	<b>61 - 66</b>
<b>10.</b>	<b>Date of Next Meeting - 6th December 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, 11<sup>th</sup> October 2018

**Time:** 10.00 a.m. to 12.15 p.m.

**Present:** Councillors: D Ambrose-Smith, I Bates (Chairman), D Connor, R Fuller, D Giles, L Harford (substituting for Cllr Wotherspoon), D Jenkins (substituting for Cllr Batchelor), N Kavanagh, S Tierney and J Williams

**Apologies:** Councillors H Batchelor and T Wotherspoon

**155. DECLARATIONS OF INTEREST**

None

**156. MINUTES**

Subject to deleting the words in the record of those present to delete the words: “(substituting for Councillor Ambrose Smith)” the minutes of the meeting held on 13<sup>th</sup> September 2018 were agreed as a correct record.

**157. MINUTE ACTION LOG**

The Minutes Action Log was noted.

Matters arising:

- A) A Member challenged the following as actions having been completed suggesting that no actions should be shown as completed where no timescales for a report back / resolution of the issue raised, were provided
- 1) Minute 140 Finance and Performance Report b) Review of Key Performance Indicator for “Average journey time per mile during the morning peak on the most congested routes” for continued relevance stating that the future approach to this PI was under consideration as may partner organisations had an influence. **There was a request for a timescale for this future consideration. Action Andy Preston**
  - 2) Minute 151 Finance and Performance Report Cycle Way Uptake on whether data from traffic counters could monitor take up on new cycle-ways, with the response suggesting that realistically this could only be achieved on a six monthly basis. **There was a request for a timescale for the first six monthly update. Action Andy Preston / Sarah Heywood**
- B) Matters raised in respect of the response note on the Guided Busway Development Build Out Assumptions included:

- 1) querying the assumption in paragraph 2.3 reading “....that based on the current growth rates the comparable number of busway passengers could be assumed to be nearer 13,000 passengers” In response this was in respect of passengers expected from Northstowe and other new developments.
- 2) Suggesting that Paragraph 2.3 which stated that the ten year milestone for patronage would not be reached until 2021 and paragraph 2.8 suggesting that patronage in 2021 would be in line with the original transport assessment figure 10 years after opening were conflicting statements. It was clarified that as the opening of the busway was later than originally planned, the original date would not be met.
- 3) Councillor Jenkins a substitute member on the Committee highlighted that in Northstowe, Stagecoach were reducing their service and Whippet were completely withdrawing their service and asked how these issues would be taken forward. The Chairman undertook to discuss the issues raised with officers and get back to him. **Action: Councillor Bates / Christine May**

## **158. PETITIONS AND PUBLIC QUESTIONS / REQUESTS TO SPEAK**

No petitions were received. Two public speakers Lynne Hester and Michael Wordingham from the Royal National Institute for the Blind spoke in opposition to one of the potential options in the Report at Item 10 on the ‘Revenue Service Committee Review of Draft Revenue Business Planning Proposals’ regarding withdrawing the ability for blind and visually impaired people to use concessionary bus passes before 9.30 a.m.

A summary of their main points is included as Appendix 1 to these Minutes.

## **CHANGE IN THE ORDER OF THE AGENDA**

With the agreement of the meeting, the Chairman altered the running order of the agenda to take item 10. “Service Committee Review of Draft Revenue Business Planning proposals for 2019-20 to 2023-2024” as the next item of business so that the two members of the public who had spoken would be able to hear the debate on the proposals in the report that they had particular concerns regarding.

## **159. SERVICE COMMITTEE REVIEW OF DRAFT REVENUE BUSINESS PLANNING PROPOSALS FOR 2019-20 TO 2023-2024**

This report provided the Committee with an overview of the Draft Business Plan Revenue proposals for services within the remit of the Committee. Sections 1-4 were general information that had been provided for all Service Committees.

Section 5 provided an overview of Place and Economy’s draft Revenue Programme with a summary of the Economy and Environment Committee proposals set out in:

- paragraph 5.3 – B/R 6.101 Passenger transport – Remove Discretionary Concessions and Taxi Vouchers (-260k in 2019-20)
- paragraph 5.4 – B/R 6.103 Historic Environment (-10k in 2019-20)
- paragraph 5.5 – B/R 6.105 Transformation of the Infrastructure and Growth Service into a profit centre (-79k in 2019-20)

Issues raised by Members in the discussion included:

- Highlighting that Highways and Community Infrastructure Committee receiving the same report earlier in the week had expressed their opposition regarding the proposals in paragraph 5.3 the same opposition was also expressed by several Members of the Economy and Environment Committee in the ensuing debate and further to this, Councillor Harford proposed and Cllr Connor seconded an amendment to the recommendations to delete paragraph 5.3 and for the proposal not to come forward in further reports.
- One Member questioned the robustness of the savings proposals and suggested that officers should be asked to produce a risk register in respect of the budget and the level of confidence in the achievability of the savings being put forward and income to be generated. In response it was explained that all the proposals were closely scrutinised by the Chief Executive and the Chief Finance Officer and all those put forward in the Business Plan had to be shown to be deliverable. There was already a corporate risk register which included the budget, along with all service committees having their own risk registers detailing the main risks to their services.
- Raising a question on the levels of income generated by the service. As a response to the issues raised on this question it was explained that officers were pushing for income where it was feasible and where the Council's expertise could be charged for (e.g. the transport strategy was moving to be a profit centre and work carried out on behalf of the Combined Authority was re-charged) but many of the fees were set nationally and could not be varied. (e.g. Planning and Environmental areas).

The Executive Director explained that the approach to the budget was always to seek to protect services and to raise income and to avoid cuts but where options proposed were not taken forward equivalent savings from other areas of the Directorate would then be required.

Having commented on the draft revenue proposals within the remit of the Economy and Environment Committee, on being put to the vote the amendment was approved unanimously and further to this,

It was resolved unanimously:

- a) To note the overview and context provided for the 2019-20 to 2023-24 Business Plan Proposals for the Service services.
- b) To delete the proposal under paragraph 5.3 titled 'B/R6.101 Passenger Transport – Remove Discretionary Concessions and Taxi vouchers'

## **CHANGE IN THE ORDER OF THE AGENDA**

As there was a local member who had requested to speak and as the other local Member was required at another meeting and would need to leave early, with the

agreement of the meeting, the Chairman altered the running order of the agenda to take item 12 the Key decision report “A605 Kings Dyke Level Crossing Closure” as the next item of business. The Chairman highlighted that Members of the Committee had, as part of their agenda pack, a confidential appendix with business sensitive information that was not for public disclosure. Therefore any Member wishing to discuss any of the detail would trigger the need to consider excluding the press and public.

#### **160. A605 KINGS DYKE LEVEL CROSSING CLOSURE**

The report explained as background that the A605 between Whittlesey and Peterborough carries over 12,000 vehicles per day with some 120 daily train movements across the level crossing that crosses the road. The resulting closure of the King’s Dyke level crossing barrier caused significant delay to traffic impacted on local businesses and commuters. Future plans by the rail industry to increase the number of trains along the route would further increase delays. This situation was exacerbated during the winter months, when local flooding often closed the North Bank, an alternative route between Whittlesey and Peterborough, for long periods of time.

Three options were previously presented and this Committee agreed to progress the preferred option with the least impact on local businesses identified through public consultation. Very early estimates indicated a scheme cost of £13.6m and it was subsequently reported to this Committee on 3<sup>rd</sup> February 2015 that the budget required could be almost £17m due to the constrained nature of the site, but that the final total budget required would need to be informed by the detailed design stage. The use of a competitive tender process within the Eastern Highways Framework contract (EHF2) was also approved as detailed in the report.

It was reported that the detailed design was now nearing completion and the more significant engineering requirements identified particularly relating to increased ground improvement and stabilisation works had resulted in the overall budget required to commence the construction phase of the scheme being considerably higher than originally estimated. Additional funding to construct this scheme was therefore required.

The land for the scheme had been secured through negotiation and contracts were now ready to be exchanged which required to be completed in advance of construction. As the total scheme budget required was now much higher than previously reported, the acquisition of the required land had been placed on hold until the additional funding was determined.

Officers highlighted that in accordance with DfT guidance, the Business Case had been re-assessed and the benefits were showing as being even greater than previously calculated with this revised Major Scheme Business Case having also been through an assurance review by an independent external consultant. This showed the scheme continued to provide extremely high value for money along with the significant wider benefits to the community and local economy and this was despite the large increase in the final cost of the project.

The current agreed funding in the County Council’s Business Plan was £13.6m and with the detailed design almost complete and the target construction price now known as being at just under £30m, the identified funding gap was now £16.4m. As the



Cambridgeshire and Peterborough Combined Authority (CPCA) was now the responsible transport authority, with overall responsibility for strategic transport schemes. Discussions with the CPCA had taken place and the CPCA Executive Board was to meet on 31st October to consider taking on responsibility for the scheme and meeting the funding gap. If they did not support the scheme as alternative funding options were not currently forthcoming, the Committee was advised that they would need to consider cancelling the project. If the project received the go ahead it could be completed by 2020 and officers would seek to reduce this timeframe further.

The Local member Cllr Boden spoke in support of the scheme highlighting that;

- it was astonishing that when the DfT assessment framework placed any scheme with a Benefit Cost Ratio (BCR) of 2 or more in the high value for money category and with 4 being very high value, the calculated increase in benefits outweighing the cost increases for this scheme had an astronomical BCR rating of 8.37 which was almost unheard of. (In response to a question from the Chairman asking the Executive Director, the Team leader major Infrastructure delivery and Assistant Director Infrastructure and Growth if they had ever come across scheme with such a BCR, all confirmed that they had not).
- he believed the latest estimates of delays as set out in the report being up to 13 minutes was still an underestimate, as just the previous day a freight train had caused a delay of 30 minutes. He also stated that the report's estimate of over 200 vehicles queueing at peak times was also in his opinion an underestimate, as his house was more than a kilometre away and he often saw vehicles queueing from a considerable distance further from his house.

In discussion issues raised included:

- One Member stating that the Council's financial position was such that it could not afford to borrow to finance the high cost of the scheme as it was beyond the prudential limit as there was also the Ely bypass overspend. It was therefore vital that the Combined Authority should take on the additional financial burden.
- The Government changes to the Compulsory Purchase Order guidelines on land purchase had significantly contributed to the additional cost of the project,
- There was a request for more information on the BCR increase. It was explained that the initial Business Case used delay times at the level crossing calculated using accepted observation and modelling methods. Recent comparisons from other schemes indicated that such methods had not captured the full extent of delays caused at heavily used level crossings. Actual delays had therefore been re-surveyed using cameras, rather than being theoretically modelled and the associated delays had been shown to be far greater than the original estimates.
- Lessons would need to be learned in the future as to ways of ensuring there is not such an underestimate on the early estimates given to Committee compared to the escalation of cost at detailed design stage.

The other local member on the Committee moved that the officers' recommendations and the Committee's support for the scheme should be by way of a recorded vote and this request was supported by the required number on the Committee.

It was resolved unanimously to:

- a) Note the design development and increase in budget now required to deliver the scheme, along with the independent review of the construction target cost.
- b) Note the revised Benefit Cost Ratio (BCR) for the scheme remains high, indicating that the scheme delivers excellent value for money, despite the required budget increase.
- c) Approve the scheme and award of the stage 2 construction contract to Kier and complete purchase of the required land, subject to the approval of the additional funding by the Cambridgeshire & Peterborough Combined Authority.

(Voting pattern: In favour: Councillors D Ambrose-Smith, I Bates D Connor, R Fuller, D Giles, L Harford, D Jenkins, N Kavanagh, S Tierney and J Williams, none against and no abstentions)

#### **161. TRANSPORT INVESTMENT PLAN (TIP) SCHEME LIST**

This report provided the Transport Investment Plan (TIP) for Cambridgeshire, setting out the transport infrastructure, services and initiatives required to support the growth of Cambridgeshire. The TIP Scheme List in the report was presented by city/district and was updated throughout the year and was considered for sign-off annually in the autumn. The listed schemes were for all infrastructure investment required, but were not prioritised. In addition not all schemes had committed funding. The schemes as at 31<sup>st</sup> August 2018 were attached in Appendix 1 to the report. The proposed TIP Policy Document 2018 was attached as Appendix 2. A snapshot of some mapped TIP schemes is shown in Appendix 3.

Throughout the year, projects were identified and added to the TIP through development related Transport Assessment processes and by the adoption of new transport strategies. New schemes were also able to be proposed through dialogue with local Members and put to the TIP Officers Group quarterly for a policy compliance review. In addition to approving new schemes for the TIP, the Group also reviewed any schemes proposed for removal from the TIP.

Issues raised in debate included:

- Page 26 Scheme 41 'Promotional Campaign for the Guided Busway' - a Member suggested this appeared to be a revenue rather than capital.
- Page 27-28 Schemes in respect of the Cambridge Orbital Bus corridor - a question was raised on who would be responsible for these schemes as the Greater Cambridge Partnership (GCP) did not currently have them in their programme. It was explained that these schemes were in the original City Deal

scheme list but were not schemes to be actioned in the first tranche of the GCP programmes,

- Page 27 Schemes 54 and 56 regarding Coldhams Lane and schemes to do with the Cambridge Orbital Bus Corridor. Reference was made to the need for fundamental improvements to Coldhams Lane as the issue of speeding traffic was a major concern to local residents.
- One Member suggested that what was needed was a county division column and asked what the Committee was being asked to approve, as there was little detail regarding the priority order. It was explained that it was a list identifying all the infrastructure potentially needed, brought forward from the various transport strategies and did include many GCP projects. The Chairman highlighted that paragraph 3.1 clearly stated that the schemes were not prioritised.
- The Member for St Neots and the Eatons, (who was also a district and town councillor) commenting on the list for St Neots, stated that he did not see any of the local highways initiatives that the local councils required, some of which were to help alleviate flooding. It was suggested that he should speak to the lead officer outside of the meeting regarding the mechanism on how to get schemes included onto the list, which involved the local councils referred to and for them to identify the needs of their local area.

On being put to the vote, all but one Member who abstained voted in favour.

It was resolved:

To approve the Transport Investment Plan 2018.

## **162. RESPONSE TO THE GOVERNMENT CONSULTATIONS ON PERMITTED DEVELOPMENT FOR SHALE EXPLORATION AND INCLUSION OF SHALE GAS PRODUCTION PROJECTS IN THE NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECTS (NSIP) REGIME**

The County Council has the opportunity to respond by 25<sup>th</sup> October to the Government on two consultation papers in respect of proposals for non-hydraulic fracturing (better known generally as fracking) shale gas exploration and production. The report presented the proposed responses to the Government's Consultation Papers on:

1. Permitted Development for Shale Gas Exploration, and;
2. Inclusion of shale gas production projects in the Nationally Significant Infrastructure Project (NSIP) regime

The first paper sought views on the principle of granting planning permission for non-hydraulic shale gas exploration development through a permitted development right; and the second on the proposed inclusion of major shale gas production proposals under the Nationally Significant Infrastructure Project (NSIP) regime, and any related criteria which may apply. It was highlighted that due to the geology of Cambridgeshire, it was very unlikely that fracking would be undertaken in Cambridgeshire. The main points in the response were that:

- the proposal for prior planning approval for exploration through a permitted development right instead of being part of a planning application was not appropriate as it was such a controversial subject.
- Decisions should be undertaken at a local level with full community involvement.
- That the fee proposed via a prior approval fee would not reflect the amount of officer time that would be involved as the fee should reflect the amount of officer time involved, especially as any response arising from any public consultation was likely to be significant.

On the second question the principle of moving decision making on proposals for shale gas production could not be supported as the retention of a local decision would allow further information to be sought and specialist local knowledge sought and further public consultation undertaken.

Sheena Mooney a local resident originally requested to speak, but after reading the report, had instead asked that the following comments were brought to the attention of the Committee:

*“As a local resident and environmental campaigner I'd like to urge the Economy and Environment Committee and the Council as a whole to agree the Officer's report recommendations to reject government proposals to change the rules and include exploratory drilling for shale gas within "permitted development". These proposals make no sense whatsoever either in terms of the principle of local democracy, or of the impact on the climate at a time when it is imperative we move away from fossil fuels. I think it is of the utmost importance too, that the County Council follows many other institutions and divests its pension fund from fossil fuels. Please advise me when and if it plans to do so”.*

In discussion, points raised included:

- As the officer report had been written before the release of the latest scientific report on Global Warming / Climate Change, it was suggested that some reference should be made in the response to climate change implications based on the latest science. Another Member understood that an Inter-Governmental Panel on Climate Change report that had been issued that week recommending that there should be no further fracking. Some of the Committee Members supported the view that in the era of widely accepted evidence of global warming, fossil fuels should be kept in the ground with the urgent need to invest more in renewables. As a counter to this, one Member said he absolutely supported fracking, as gas /oil reserves were the equivalent of sitting on gold.
- Reference should be made to Examinations in Public being very resource hungry.

It was resolved unanimously to:

Agree the proposed responses to the above consultations, as set out in Paragraphs 4.1a and 4.1b respectively of the report.

**163. WATERBEACH NEW TOWN SPATIAL FRAMEWORK AND INFRASTRUCTURE DELIVERY PLAN SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

This report asked the Committee to consider and approve the County Council's response to the consultation draft Supplementary Planning Document for Waterbeach New Town.

It was highlighted that the County Council had contributed to the preparation of the draft SPD at officer level, working with the Local Planning Authority its consultants and the two developers. Officers considered that the draft SPD represented a fair reflection of the engagement with the County Council to date.

The infrastructure delivery plan in the SPD was based on the policy compliant development for a range of 8,000 to 9,000 dwellings. The Council generally supported the proposed education provision proposing: 5 primary schools; two secondary schools; one sixth form centre site, and land being made available for one special educational needs site. The Council wished to ensure that the SPD, and particularly the delivery plan, was sufficiently flexible to address the additional infrastructure demands from the current applications for 11,000 dwellings and that the objectives of the local plan policy and SPD to deliver comprehensive development across the whole site, needed to be translated into greater co-operation between the developers to achieve the successful delivery of the development.

Paragraphs 3.6 to 3.36 contained further comments on the current draft that the Committee was asked to endorse under the headings: Education, Minerals and Waste, Transport and Public Health. Under the Waste Management section on the Minerals and Waste response the County Council welcomed consideration of a connection between the potential energy from waste at the Waterbeach Waste Management Facility and a heat network.

In discussion:

- The Chairman indicated that before the meeting, he had a conversation with an officer (Chris Swain) from the Environment Agency on their concerns regarding flood issues and officers would need to liaise with him so they could be included in the final response. Officers in reply indicated that the Environment Agency could also make their own response. **Action: Juliet Richardson Business Manager, Growth and Development**
- A Member following up on the above later in the discussion asked which flood zone (1,2 or 3) was the site within? As it could not be confirmed at the time, Officers would write to Cllr Connor outside of the Meeting. **Action: Juliet Richardson Business Manager, Growth and Development**
- A Member suggested reference should have been made in paragraph 2.4 to Housing delivery. It was pointed out that this was a district council responsibility and therefore did not need to be included in a County Council response.
- A Member highlighted that he had previously expressed concern about primary schools being built next to main roads in this development due to the risks of pollution and noise damage to young children and asked whether there was more information on the proposed school sites since the last time it had been raised? In response the officer was able to confirm that the previous report had

only been in outline and that the site specifications would ensure any final sites would be within permitted pollution and noise requirement regulations.

- On the issue of encouraging people to cycle instead of using motor transport, there was a need for facilities such as bike parking to ensure they could be securely stored in close proximity to new homes. In response it was indicated that such detail would be included in the design code.
- That in future, walking and cycling should be encouraged through the provision of routes for recreation and commuting purposes. It was highlighted that figure 19 made reference to the key cycling routes within the new town that would link to all parts of the town. Officers were keen to ensure that good cycle routes were provided that were direct, safe, continuous and attractive.
- School design needed to be realistic for car access and to reflect the reality that many parents for perceived safety reasons would still wish to drive their children to school. This point would be taken back to the team responsible.
- The need to raise as part of the planning requirement for houses design, the issue of solar power / renewable energy sources such as electric charging points being provided. Officers undertook to speak to South Cambridgeshire District Council officers regarding strengthening sustainability.
- Water supply was also an issue as it was a dry area and this needed to be carefully looked at.
- A Member asked how officers would make recommendation b) work in respect of obtaining co-operation between the two developers to help achieve a comprehensive development. In reply, this was recognised as being difficult, but the County and District officer teams were working hard to achieve a comprehensive development with the two developers being brought together to work on the detail. This was especially true of the proposed education provision across the site, especially the secondary school proposals, where officers had expected much better.

Having considered the County Council's response,

It was resolved unanimously to:

- a) approve the County Council's response to the consultation draft SPD as set out in section 3 of this paper with additions as suggested at the meeting regarding;
  - providing secure bike storage facilities
  - addressing potential flood issues
  - Design of schools taking into account access by motor vehicles.
  - Seeking sustainability provision in new dwellings in respect of renewable energy / solar panels /electric charging points.
  - Strengthening the response regarding the provision of health and community facilities.
  - Ensuring any sites proposed for primary school sites do not breach pollution and noise regulations and endanger the health of pupils.
  - Providing a map of walking and cycling routes.

- b) Endorse the comments at paragraphs 3.3 and 3.4 regarding the need for flexibility in the delivery plan and for cooperation between the developers to achieve comprehensive development; and
- 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 response.

#### **164. APPROACH TO THE AGREEMENT AND DISTRIBUTION OF COMMUNITY INFRASTRUCTURE LEVY (CIL) AND SECTION 106 FUNDING**

This report outlined the Council's approach to the negotiation, agreement and distribution of CIL and Section 106 Funding following up on the request made at the General Purpose Committee on 24<sup>th</sup> July 2018.

With regard to CIL, it was highlighted that only two authorities (Huntingdonshire District Council and East Cambridgeshire District Council) had to date adopted a charging schedule. Cambridge City and South Cambridgeshire submitted a CIL draft schedule with the Submission Draft Local Plan for consideration by the inspector. However due to the time elapsed, the submission was withdrawn and would be reconsidered on the adoption of the Local Plan. Fenland District Council had not introduced a CIL schedule because of development viability, as land values were lower, but this would be re-visited should there be a significant improvement in the economic climate.

County Council officers never failed to make a claim for Section 106 monies when it was practicable, but officers were restricted on what could be taken, as contributions had to be appropriate and directly related to the needs of the site.

In discussion, issues raised included:

- The need to impart this information more widely to make all Members of the Council more aware. Officers indicated that they were happy to organise a workshop. This proposal was supported by the whole Committee with a request that all district councillors on their respective planning committees should also be included in the invite. There was also a request that all Councillors should be sent the current report. **Action: Juliet Richardson.**
- With respect to the above workshop, one Member stated that it should provide more detail on the County Council approach to Section 106, as this was not currently included in the current report.

Having commented, it was resolved

- a) to note the report.
- b) To agree to officers organising a workshop on the subject with invitations to be extended to district councillors.

## 165. SERVICE COMMITTEE REVIEW OF THE DRAFT 2019-20 CAPITAL PROGRAMME

This report provides the Committee with an overview of the draft Business Plan Capital Programme for Place and Economy as follows:

<b>Capital Expenditure</b>	<b>2019-20 £'000</b>	<b>2020-21 £'000</b>	<b>2021-22 £'000</b>	<b>2022-23 £'000</b>	<b>2023-24 £'000</b>	<b>Later Yrs £'000</b>
Place & Economy	33,203	19,681	19,109	18,768	15,114	16,800

Which was anticipated to be funded by the following resources:

<b>Funding Source</b>	<b>2019-20 £'000</b>	<b>2020-21 £'000</b>	<b>2021-22 £'000</b>	<b>2022-23 £'000</b>	<b>2023-24 £'000</b>	<b>Later Yrs £'000</b>
Grants	16,547	18,043	18,066	18,081	18,218	20,370
Contributions	7,400	253	762	767	812	8,490
Borrowing	9,256	1,385	281	-80	-3,916	-12,060
<b>Total</b>	<b>33,203</b>	<b>19,681</b>	<b>19,109</b>	<b>18,768</b>	<b>15,114</b>	<b>16,800</b>

The full list of P&E capital schemes was shown in the draft capital programme at appendix one to the report with Table 4 listing the schemes with a description and with funding shown against years. Table 5 showed the breakdown of the total funding of the schemes. Changes to existing schemes, such as re-phasing, re-costing, and revised funding were highlighted. For Economy and Environment Committee these were shown under the headings: Integrated Transport Schemes, Ely Crossing; Kings Dyke; and Soham Station.

It was resolved unanimously:

- To note the overview and context provided for the 2019/20 Capital Programme for Place and Economy and
- Endorse their development.

## 166. FINANCE AND PERFORMANCE REPORT – AUGUST 2018

The Committee received the Finance and Performance report for Place and Economy Services (P&E) in order to comment on the projected financial and performance outturn position, as at the end of August 2018. It was again explained that there had been little change since the previous month's report as there were still the same pressures previously reported.

The main issues highlighted were:

**Revenue:** The Service has started the financial year with two significant pressures for Coroners Services and Waste (both which came under Highways & Community Infrastructure Committee). The P&E service was showing that it will make £586K savings by year-end to bring the budget back into balance, and this would either be through new underspends and additional income, or planned reductions in service if required at the later stages of the year.



**Capital:** King's Dyke had been the subject of a separate report on the agenda.

**Performance:** Of the twelve performance indicators, one was currently red, four were amber, and seven were green. The indicator currently showing as red was 'The average journey time per mile during the morning peak on the most congested routes' At year-end, the current forecast was that the above performance indicator would remain as red, five would be amber and six green.

An issue was raised in relation to the update on Community Transport on page 121 with a Member highlighting that Whippet were withdrawing the X3 service as of 10<sup>th</sup> November and following withdrawal of the C route, asking whether officers had been in contact with the Combined Authority on providing a replacement service / providing funding to continue the service, as it was the only service from Cambridge to Papworth Everard. In response the Chairman indicated that it was being looked into, but that it would be a decision for the Combined Authority.

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

note the report.

## **167. COMMUNITY TRANSPORT GRANT PROCUREMENT AWARD**

A recent internal audit report had identified that grant funding for Dial-a-Ride services had never been formally procured and had recommended that the market for the grants should be tested to ensure value for money was being achieved via a formal procurement exercise. The requirement to invite bids for the grant awards had also been identified as part of a new policy governing the awarding of all grants by the Council, issued by the Chief Executive in July 2018.

Further to this, a procurement exercise had been undertaken and tender bids invited for four grant awards:

- Fenland (£40,265),
- Huntingdonshire (£12,095),
- Cambridge City (£27,280)
- Villages in East Cambridgeshire (£18,071).

Bidders had been invited to submit bids for providing Dial-a-Ride services within the current grant funding levels available, with bidders encouraged to bid for a lower level of funding.

For both Cambridge City and East Cambridgeshire area grants, only one bid had been received. As a result, the grants were recommended to be awarded to the sole bidders. For the Huntingdonshire and Fenland areas, two submissions had been received for each of the areas. Following an evaluation exercise undertaken by County Council officers based on quality and price and having sought both legal advice and procurement advice, preferred bidders had been identified. The Confidential Appendix A, which had only been provided to the Committee as it contained business sensitive information, set out the results of the procurement process, including identification of

the preferred bidders. Of the two bidders for each of the Huntingdon and Fenland areas, it was recommended that the highest scoring tender for each should be awarded grant funding.

The Chairman noted that on further advice received from procurement and legal colleagues it was therefore moved by and duly seconded as an amendment to the original recommendation that additional wording should be added reading “*subject to confirmation from all operators that they will agree to the full terms of the Grant Agreement*”

Members of the Committee had been provided with business sensitive information in a separate confidential appendix with details of the scores. A Member requested discussion of the detailed appendix scoring figures and details of the appraisal. As none of the bidders were aware of the scores, and as there was a strict protocol of how and when bidders would be notified of the Council’s decision surrounding the award decision and preferred bidder,

It was resolved:

To exclude the press and public as the appendix contained exempt information under paragraph 3 of part 1 of Schedule 123 A of the Local Government Act 1972 – as amended - information relating to the financial or business affairs of any particular person (including the authority holding the information), as it would not be in the public interest for this information to be disclosed.

Having discussed the detail of the confidential appendix the meeting reverted back to being a public meeting.

It was resolved unanimously:

a) To agree to award the grant funding for dial-a-ride services in accordance with Appendix 1, subject to confirmation from all operators that they will agree to the full terms of the Grant Agreement.

b) To agree the following awards:

Community Transport Cambridge Area: Dial a Ride (CamDAR)

Community Transport East Cambridgeshire Area: The Voluntary Network

Community Transport in Huntingdonshire: Huntingdonshire Association for Community Transport (HACT)

Community Transport for Fenland: Fenland Association for Community Transport (FACT)

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

The report invited the Committee to review its training plan. There had been no updates since the last meeting apart from the addition agreed earlier in the meeting.

It was resolved:

To note the Training Plan with the addition of the workshop on the approach to the agreement and distribution of Community Infrastructure Levy (CIL) And Section 106 Funding.

#### **169. ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN**

This report invited the Committee to review its agenda plan and training plan,  
The following updates were orally provided to the agenda plan at the meeting:

The Committee noted the following changes to the Agenda Plan since the agenda was published.

Addition to January Committee:

Cambridgeshire Statement of Community Involvement.

Moved back from March to February:

Cambridgeshire and Peterborough Minerals and Waste Local Plan - Further Draft

It was resolved:

To note the agenda Plan as updated.

#### **170. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 15<sup>TH</sup> NOVEMBER 2018**

**Chairman:  
15<sup>th</sup> November  
2018**

#### **Appendix 1**

#### **SUMMARY OF SPEAKERS CONTRIBUTIONS MINUTE 159. SERVICE COMMITTEE REVIEW OF DRAFT REVENUE BUSINESS PLANNING PROPOSALS FOR 2019-20 TO 2023 TO 2024**

#### **LYNNE HESTER**

In 2018 75% of visually impaired people of working age are still not in work. It is also challenging for severely visually impaired people to gain voluntary work. A major barrier for visually impaired people of all ages is accessed to transport and getting around. The barriers

for visually impaired people living in rural areas such as Fenland are much greater, because of the lack of bus services, with most focusing on routes to get people into work.

Many people need to start their journeys before 9.30 a.m. to enable them to take part in voluntary work, exercise classes, or other social activities. Many also need to attend medical appointments. Many people have other health conditions in addition to the visual impairment.

This comes at a time when many bus services are being cut, or routes changed. For example, recently an older couple were in the media talking about a bus in Trumpington having been re-routed, and has left them stranded, unable to get to hospital appointments or into the city.

Visually impaired people of all ages need to get out of the homes and connect with other people to reduce isolation and loneliness. Like the general population, some visually impaired people have more opportunities than others, some have more resources than others. Everyone is being encouraged to get out of their homes, and get active and involved for the benefits of the physical and mental health.

I would ask you not to vote for this change. We are the low hanging fruit, but we refuse to be squashed.

### **Michael Wordingham**

RNIB would like to register our objection to this proposal. There are 3,035 people registered sight or severely sight impaired in Cambridgeshire and an estimated 20,540 living with sight loss. Blind and partially sighted people encounter a number of barriers to transport and accessing their communities. We cannot drive, ride a bike and in many areas the design of public realm schemes mean that even walking independently has become difficult.

- 75% of blind and visually impaired people of working age are unemployed, not having free access to public transport before 9:30am is another barrier to looking for work and taking up voluntary work. It is also a barrier to getting out and about to meet up with people to combat loneliness and keep active.
- 180,000 people with sight loss rarely leave home alone.
- 43% of people who lose their sight suffer from depression.
- Almost 50% of people who are blind or partially sighted feel cut off from the people and things around them.
- More than 70% of people who are blind or partially sighted lack confidence to join in everyday activities.

A decision to cut the discretionary bus pass will increase isolation and add to the barriers that stop blind and partially sighted people from living independently. We would urge you to vote against this proposal.

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

This is the updated minutes action log as at 7<sup>th</sup> November 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 THE 8<sup>th</sup> FEBRUARY 2018 COMMITTEE**

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
88.	TRANSPORT SCHEME DEVELOPMENT - REVIEW OF SIFT PROCESS	Action: Karen Kitchener Principal Transport & Infrastructure Officer / Chris Poultney	a) That the process proposed would be further reviewed after a period of operation to see whether any changes were required.	An update will be coming forward to the December Committee meeting.	<b>ACTION ONGOING</b>

**ACTIONS FROM THE 12<sup>TH</sup> APRIL 2018 COMMITTEE**

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) To inform Internal Audit of the Committee's requirement that it should review the costs of the project and what	Internal Audit were contacted on 19 <sup>th</sup> April and confirmed on 20 <sup>th</sup> April that they 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 had	

			<p><b>lessons could be learnt and that their conclusions should be shared with this Committee.</b></p>	<p>been to look at a number of different projects, this would be a high-level review rather than an in-depth review solely looking at the Ely Bypass project.</p> <p>Due to the complexity of the investigation on the Ely Bypass project the high level review has been delayed and no report is expected until a Committee meeting sometime in 2019. No date can be confirmed at the current time</p>	<p><b>ACTION ONGOING</b></p>
<p><b>ACTIONS FROM THE 16<sup>TH</sup> AUGUST 13<sup>TH</sup> SEPTEMBER AND 11<sup>TH</sup> OCTOBER COMMITTEE MEETINGS 2018</b></p>					
<p><b>140.</b></p>	<p><b>FINANCE AND PERFORMANCE REPORT - REVIEW OF KEY PERFORMANCE INDICATOR (PI) FOR CONTINUED RELEVANCE (AUGUST MEETING)</b></p>	<p>Jeremy Smith / Andy Preston</p>	<p>For officers to review the rating and explanation for the PI 'the average journey time per mile during the morning peak on the most congested routes'.</p>	<p>The update to the October meeting indicated that the PI has been reviewed and the rating amended to more accurately reflect the realistic position. Multiple partner organisations now also have a key influence over this performance indicator, including the Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority as the Transport Authority. The future approach to this PI is therefore under consideration.</p> <p>At the October meeting there was request for an updates on when the discussion would take place regarding the approach to be adopted and a target date for resolution.</p>	<p><b>ACTION ONGOING</b></p>

				The future of this PI will be included in the KPI report that will be presented to Committee in December.	
<b>151.</b>	<b>FINANCE AND PERFORMANCE REPORT – JULY 2018 (SEPTEMBER COMMITTEE) Cycling way uptake</b>	Andy Preston / Sarah Heywood	Whether data from existing traffic counters could monitor the take up on new cycleways as a way of showing their value and as a criteria to measure their success.	<p>At the October meeting it was reported that this data would be challenging to make available on a monthly basis in the F&amp;P Report, but publishing it as an open data set on a 6 monthly basis would be more achievable.</p> <p>There was a request to confirm which Committee date this data would be reported to.</p> <p>The first 6 months data [July – December 2018] will be published in February 2019.</p>	<b>ACTION ONGOING</b>
<b>SPECIFIC ACTIONS FROM THE 11<sup>th</sup> OCTOBER COMMITTEE MEETING 2018</b>					
<b>157.</b>	<b>MINUTE ACTION LOG - Matters raised in respect of the response note on the Guided Busway</b>	<b>Councillor Bates / Christine May / Paul Nelson</b>	Councillor Jenkins highlighted that in Northstowe, Stagecoach were reducing their service and Whippet were completely withdrawing	Officers have checked with Stagecoach as The Passenger Transport's manager understanding was that Stagecoach were not reducing their service from Northstowe but will be increasing it to replace the	

	<b>Development Build Out Assumptions</b>		<p>their service and asked how these issues would be taken forward. The Chairman undertook to discuss the issues raised with officers and get back to him.</p>	<p>capacity lost through the removal of the Whippet service.</p> <p>Stagecoach confirm that they are not reducing services. They will look to run duplicate buses at peak between November and January resources allowing. Once additional drivers are in position they will look to register another 2 peak time journeys on the A from St.Ives through to Addenbrookes.</p> <p>In terms of what can be done in the future, officers hold regular meetings with operators to keep abreast of their plans. Once it was known that Whippet were withdrawing their services officers engaged with Stagecoach about what they could do to replace the services being lost and they have managed to provide some additional capacity in the peak. Based on observations of off peak capacity it is believed that the existing service level will be sufficient.</p>	
<b>163.</b>	<b>WATERBEACH NEW TOWN SPATIAL FRAMEWORK AND INFRASTRUCTURE DELIVERY PLAN SUPPLEMENTARY PLANNING DOCUMENT (SPD)</b>	<b>Action: Juliet Richardson</b>	Officers to liaise with Chris Swain from the	The Business Manager Growth and Development liaised with Chris Swain	<b>ACTION COMPLETED</b>



	<b>A) ENVIRONMENT AGENCY FLOODING CONCERNS</b>	<b>Business Manager, Growth and Development</b>	Environment Agency on their concerns regarding flood issues so they could be included in the final response.	and agreed a response which has now been sent to South Cambridgeshire. A meeting took place on 05.11.18 with South Cambridgeshire senior officers discussing flooding concerns.	
	<b>B) FLOOD ZONE QUERY</b>	<b>Action: Juliet Richardson Business Manager, Growth and Development</b>	A Member asked which flood zone (1,2 or 3) was the site within? As it could not be confirmed at the time, Officers would write to Cllr Connor outside of the Meeting.	See above.  Officers are awaiting formal information from the Environment Agency at which time they will be able to respond definitively to this query.	<b>ACTION ONGOING</b>
<b>164.</b>	<b>APPROACH TO THE AGREEMENT AND DISTRIBUTION OF COMMUNITY INFRASTRUCTURE LEVY (CIL) AND SECTION 106 FUNDING</b>	<b>Action: Juliet Richardson. Business Manager, Growth and Development</b>	<p>a) Agreed that the information in the report needed to imparted more widely via a workshop with the invite extended to all County Councillors and district councillors on their respective planning committees.</p> <p>b) There was also a request that all County Councillors should be sent the current report.</p>	<p>This will be arranged for the new year.</p> <p>The Lead officer's intention was to send it when the workshop date had been confirmed.</p>	<p><b>ACTION ONGOING</b></p> <p><b>ACTION ONGOING</b></p>

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**ST NEOTS NORTHERN FOOT AND CYCLE BRIDGE – SELECTION OF  
PREFERRED DESIGN OPTION**

**To:** Economy and Environment Committee

**Meeting Date:** 15<sup>th</sup> November 2018

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

**Electoral divisions:** St Neots Priory Park & Little Paxton and St Neots The Eatons

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

**Purpose:** To determine the preferred design for a new foot and cycle bridge, following public consultation.

**Recommendation:** Committee are asked to:

- a) Note scheme progress to date;
- b) Note the public consultation results;
- c) Support the proposal to further develop a bridge design based on Option 3, a suspension bridge;
- d) Procure contracts for planning, bridge design and Early Contractor Involvement; and,
- e) Support the submission of a planning application and a bridge navigation order.

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
Name:	Mike Davies	Names:	Councillor Ian Bates
Post:	Team Leader – Cycling Projects	Post:	Chair
Email:	<a href="mailto:Mike.davies@cambridgeshire.gov.uk">Mike.davies@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:ian.bates@cambridgeshire.gov.uk">ian.bates@cambridgeshire.gov.uk</a>
Tel:	01223 699913	Tel:	01223 706398

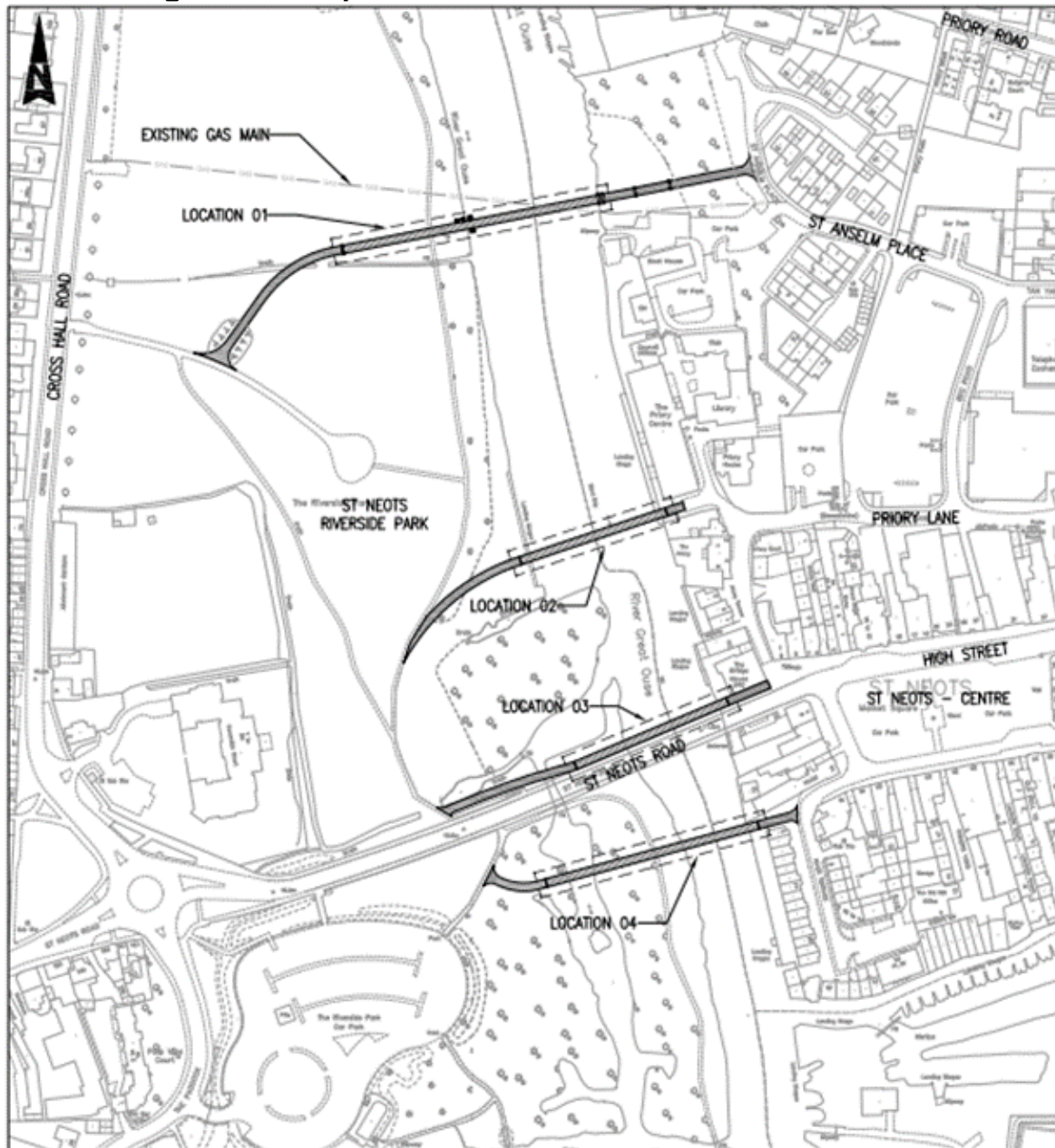
## 1. BACKGROUND

- 1.1 In 2001 Cambridgeshire County Council and Huntingdonshire District Council undertook a public consultation on a Transport Strategy for St Neots. Due to limited crossings of the river for pedestrians and cyclists, the consultation included both a southern, and a northern foot and cycle bridge, both of which were well supported. The strategy consultation can be seen at this link: <http://tinyurl.com/y8ygwkzq>. In 2011 the southern bridge (Willow Bridge) was opened.
- 1.2 In 2008 a Market Town Transport Strategy for St Neots was approved, and served as a means of securing and spending S106 developer funding for transport projects in the town.
- 1.3 There was extensive discussion about St Neots transport projects at the Economy and Environment Committee's meetings in summer 2016. At this time, approval was given for the new Transport Investment Plan approach in relation to managing the pooling of S106 contributions and other funding sources with regards to transport projects. In line with the approach being taken across Cambridgeshire, it was also confirmed that a district-wide transport strategy was to be developed for Huntingdonshire replacing the existing Market Town Transport Strategies.
- 1.4 It was agreed at the Committee's November 2016 meeting that resources should be directed to developing a business case for a northern foot and cycle bridge. The Outline Business Case can be seen in **Appendix 1**. Proceeding to a public consultation on a new bridge was supported by County Councillors representing St Neots and by the Town Council.
- 1.5 More information about the project generally can be seen at this link <http://tinyurl.com/y7qvsxns>.

## 2. SELECTION OF A PREFERRED LOCATION

- 2.1 An option study on possible locations for a new foot and cycle bridge recommended two possible locations north of the existing road bridge. These locations were largely dictated by where gaps exist in the building line on the east side of the river, and to the north by the presence of a nature reserve. An option of making alterations to the existing road bridge was identified, and as the river south of the existing road bridge is much narrower than further north a further option was considered in the study. The report can be seen at: <http://tinyurl.com/ybh4xh7n>.
- 2.2 **Plan 1** overleaf shows the location of the options considered for the bridge's location:

## Plan 1: Bridge location options



- 2.3 A consultation was undertaken in summer 2017 to determine the preferred location option, as well as to gauge the level of support for a new bridge. 1,079 responses were received.
- 2.4 There was strong support in principle for the bridge project with 77.7% of respondents expressing support. The main reasons cited for people offering support for the project were: improved safety, encouraging walking and cycling, and reducing congestion. Options One and Two emerged as the most popular options.
- 2.5 As well as a good response from the public, a number of stakeholders also gave their views. Huntingdonshire District Council (HDC) felt that the concept of a bridge to the north of the Town Bridge was important, and in keeping with the thrust of the Market Town Transport Strategy. They expressed a preference for Option Two.

- 2.6 St Neots Town Council debated their preferred choice at length at their meeting on 24<sup>th</sup> October 2017 where they resolved to not recommend Option One. Individual Councillors spoke to support options Two, Three and Four, but a consensus was not reached.
- 2.7 The results of the consultation together with option appraisal commentary and a recommendation were presented to the Economy and Environment Committee on 7<sup>th</sup> December 2017.
- 2.8 In considering the preferred option the following factors were considered:
- Recommendations from the Feasibility Study.
  - Public consultation preferences.
  - Stakeholder views.
  - Land procurement.
  - Ecology and Environmental factors.
  - Onward journeys.
  - Buildability/construction access.
  - Cost/Benefit
- 2.9 The Option Appraisal considerations are summarised in the table below. Simple, unweighted scores were applied for each consideration category. Option Two scored highest, a little ahead of Option One.

**Table 1: Option Appraisal Summary – all consideration factors**

		Consideration Factors								
		Feasibility Study	Public Consultation	Stakeholder Views	Land procurement	Cost-Benefit, based on trip forecasts	Environment	Onward journeys	Buildability	Total
Location Option	Option One	5	5	2	5	1	3	4	4	29
	Option Two	4	5	5	5	1	3	4	3	30
	Option Three	3	2	2	5	5	2	2	2	23
	Option Four	2	2	2	2	1	1	2	3	15

Scores: 1= low, 5=high

- 2.10 As a sensitivity test, officers produced a further table presenting the key consideration factors: Benefit-Cost Ratio, Onward journeys and Public Consultation which put Option One and Option Two just ahead of Option Three.

**Table 2: Option Appraisal Summary – key consideration factors**

		Key Consideration Factors			
		Public Consultation	Cost-Benefit, based on trip forecasts	Onward journeys	Total
Location Option	Option One	5	1	4	10
	Option Two	5	1	4	10
	Option Three	2	5	2	9
	Option Four	2	1	2	5

Scores: 1= low, 5=high

- 2.11 The option appraisal process pointed to Options One or Two. Both were favoured in the public consultation as they offer safer, more attractive onward journeys, relative ease of construction, and they fulfil the original market Town Transport Strategy aim of having a northern bridge to complement a southern one.
- 2.12 Option Two is located quite close to the existing main crossing of the river for pedestrians and cyclists, and by offering a safer, traffic free crossing with good quality approach routes on the west side in particular to encourage users from both the north west and the south west of the town, it would seem to have the greatest potential to meet the project's aims of encouraging more journeys by foot and cycle in the town. Option One offers benefits too, but is not favoured by the Town Council. Option Two is the preference of HDC.
- 2.13 Members of Committee endorsed the recommendation to progress designs for a new bridge at location Option Two, and also to include some work to improve the approach paths.

### **3. ST NEOTS MASTERPLAN**

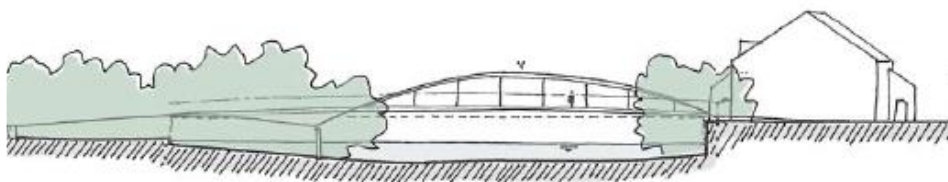
- 3.1 At the time of the consultation on the bridge location, the Cambridgeshire and Peterborough Combined Authority (CPCA) had just completed an economic study of St Neots. This resulted in the announcement of the development of a St Neots Masterplan for Growth. This is an initiative being delivered in partnership with CPCA, Huntingdonshire District Council and St Neots Town Council, with input from Cambridgeshire County Council as well. Such a plan is envisaged for all of Cambridgeshire's market towns in due course.
- 3.2 The Vision of the St Neots Masterplan for Growth states, "St Neots will be a sub-regional manufacturing dynamo, a town that interacts with neighbouring towns and cities as part of a balanced economic system, where local people work in local jobs and enjoy a vibrant and well connected town with a thriving centre". The Masterplan brings forward £5.8m of investments and initiatives which the CPCA believe will pave the way for accelerated growth. This includes a contribution of £2.5m towards the new bridge, which is seen as an early deliverable within the programme.

- 3.3 A Masterplan Steering Group has met regularly over the last year comprised of CPCA, St Neots Town Council, Huntingdonshire District Council, County Council and business and community representatives from the town. It is chaired by County Councillor Wells.

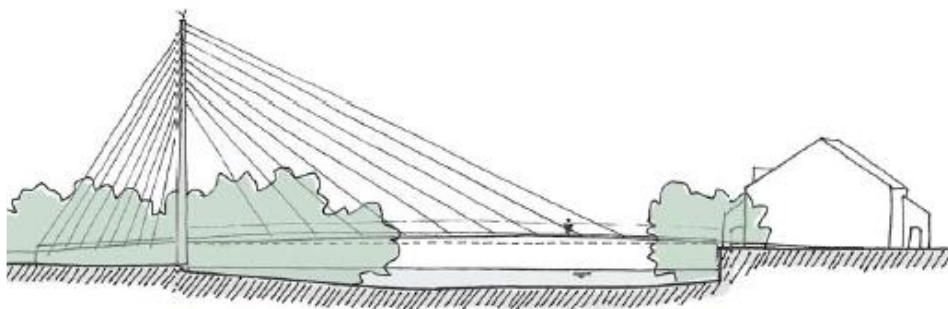
#### 4. SELECTION OF A PREFERRED BRIDGE DESIGN

- 4.1 A site analysis and options study report was commissioned to inform possible bridge options for the consultation, and to consider the impact a bridge would have on the local setting and environment. The full report can be found at: <https://tinyurl.com/y9r4jhdz> . This includes consideration of the landing points for the bridge, and links to the paths.
- 4.2 Three designs were chosen in consultation with the Masterplan Steering Group, and worked up for public consultation, these were:

**Option One**, a steel bridge with a low **offset arch**, as sketched below:

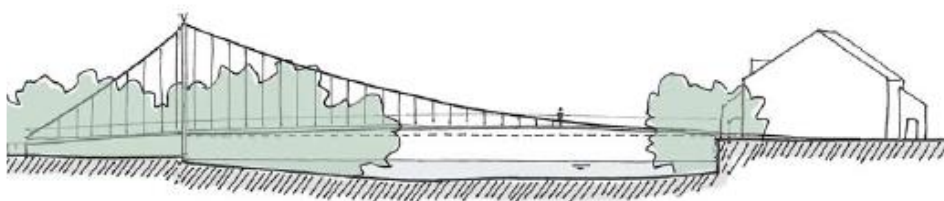


**Option Two**, a **cable stayed** bridge which includes a tall, slender tower on one side of the river, with cables extending diagonally down to support the bridge deck, as sketched below:



**Option Three**, a **suspension** bridge which includes two slender towers on one side of the river, with cables extending vertically down to support the bridge deck, as sketched below





4.3 The consultation took place through the Summer of 2018. Two public drop-in events were held, as well as a staffed stall at an event in the town. 1,454 responses were received. A summary of the results can be viewed in **Appendix 2**.

4.4 From the public consultation; Option One, Arch Bridge and Option Three, Suspension Bridge were the most popular options. The results were as follows:

Option	Support / Strongly Support	Object / Strongly Object
One – Arch Bridge	55%	33%
Two – Cable Stayed	24%	63%
Three - Suspension	52%	35%

4.5 Whilst 22% of people aged 45-64 objected to all three designs, older and younger people were more supportive, with only 16% of 65-74 year olds, and 14% of 75+ year olds objecting. Only three of the 73 under eighteens who filled in the survey were unsupportive

4.6 Rounds of public consultation have taken place in 2017, and in 2018. On average, 80% of respondents have supported the principle of a new bridge. The main positive comments received include:

- It would encourage much more cycling, therefore the linkage of the bridge into a network of cycle routes for the town is important.
- Provides a safer route across the river with a safer route to school;
- Would enhance the town and the river, and would signal a general improvement in infrastructure for St Neots.

4.7 There was some opposition to the bridge being built, with 18% of respondents recording an objection to all three design options. The main negative comments received included:

- The cost of the bridge compared to other priorities for St Neots such as improving the town centre;
- The cost, given likely usage;
- Objectors would rather encourage cyclists to use the existing Town Bridge;
- The visual impact and loss of the view from Town Bridge looking north;
- A perceived negative impact on rowing activities and the regatta; and,
- Concerns from residents in the immediate area.

4.8 **Appendix 2** also contains a map which shows where people not supporting any of the three bridge options live. This shows that people living closest to the bridge are largely supportive, and the residents more inclined to oppose the scheme/all options live further away from the bridge, within the south of the town.

- 4.9 It is understood that residents have formed a group to oppose the bridge. They have asked to attend the Economy and Environment Committee meeting where they will be presenting a petition. Officers wrote specifically to the most affected residents, in addition to the consultation materials, to highlight that the location of the bridge could impact them.
- 4.10 The Steering Group has stated that it strongly supports the provision of a new foot and cycle bridge at the location chosen. The Steering Group would encourage a 'statement' type bridge to reflect the ambition of the Masterplan to position St Neots as a leading Market Town of the future, and considers that both the options for Cable Stayed and Suspension bridge provide statements of this kind. The Steering Group are mindful of the public consultation results, and the view of Historic England. Careful consideration should be given to the impact of the bridge on Regatta Meadow and how it connects into existing footpaths.
- 4.11 St Neots Town Council discussed the bridge at its meeting on 23<sup>rd</sup> October and decided to commit its support to Option Three – Suspension, whilst expressing similar concerns to those of The Steering Group regarding paths on Regatta Meadow.
- 4.12 Historic England are supportive of the aims of the Masterplan and agree that the proposed bridge would provide a link to the historic centre of the town, and could potentially increase activity in this area. They feel that a bridge could have a negative impact on the Conservation Area, and they have serious concerns regarding Option Two – Cable Stayed.
- 4.13 The Environment Agency have stated that any bridge design chosen should not negatively impact on the free flood flow or the navigation of the river. They do have concerns over Option One – Arch Bridge which has a pier support within the river.

## **5. OPTION APPRAISAL AND RECOMMENDATION**

- 5.1 In partnership with the County Council's Bridge Maintenance Team and consultants Skanska, a technical appraisal of the bridge options has been undertaken, which has fed into a detailed options appraisal table, which can be seen in **Appendix 3**. This has considered the following factors:

- Public perception
- Impact on Regatta Meadow
- Impact on area adjacent to Priory Centre
- Design Issues and Risks
- Buildability
- Construction Cost
- Maintenance
- Environment & Sustainability
- Construction Programme
- Project Risks
- Aesthetics
- Planning
- Improved Infrastructure
- Safety for Non-Motorised Users
- Modal Shift

- 5.2 From this assessment, Option Three (Suspension Bridge) scores the highest, closely followed by Option Two (Cable Stayed). Option One (Arch Bridge) scored lowest on a par with a 'Do Nothing' option.
- 5.3 Taking all of these factors into consideration the officer recommendation is to proceed with Option Three – Suspension Bridge. This fulfils the requirements of a 'statement' type bridge, whilst being sympathetic to the local environment and opinions.

## **6. PROGRAMME, FUNDING AND KEY RISKS**

- 6.1 The following is a realistic programme in view of the current project risks, and the processes that need to be followed:

January 2019	Appoint Planning Consultant, Designer, and Contractor for Early Contractor Involvement (ECI)
September 2019	Submit planning application
March 2020	Target date for planning approval
May 2020	Seek Economy & Environment Committee approval to let construction contract
October 2020	Start construction

- 6.2 Depending upon the option chosen, the key risks in terms of delivering a project within budget, and to the stated timescales are:

- Lack of political support;
- Delays in planning due to high numbers of objections and/or negative impacts on Conservation Area, heritage, ecology or Listed Buildings;
- Stakeholder objections: Rowing Club, local residents, Conservation groups and transport user groups; and,
- Restrictions on construction from river activities and events.

- 6.3 Currently there is £1.5m of S106 (developer) funding that can be used for the project. Officers are in talks with St Neots Town Council and HDC regarding contributions to the project. HDC's contribution is likely to be confined to land, whereas a financial contribution from the Town Council is under discussion, with an initial proposal to contribute 2% of total project costs (up to £90,000). Both Councils continue to support the project.
- 6.4 The Cambridgeshire and Peterborough Combined Authority (CPCA) have authorised funding to the sum of £2.5m as part of the St Neots Masterplan for Growth, as well as some additional funding to improve paths that link to the bridge. It looks likely that Highways England will contribute £410,000 towards the project as part of the potential legacy associated with the A428 Black Cat to Caxton project.
- 6.5 The funds from the sources outlined above give a current scheme budget of £4.5million. To date £469,000 has been spent on the project, which covers feasibility work, ecology surveys, stakeholder engagement and consultations, ground investigation, bridge location studies, land searches and option design development.

- 6.6 Some budget analysis work has been undertaken based on recent projects, along with some construction cost estimates worked up. It looks likely that the actual budget required will be in the range £5.5-£6.5million. To take the project through the design and planning stage is forecast to cost £750,000-£900,000, which would bring the project to the final stage of construction where the budget forecast would be tightened up and a further decision from the Economy and Environment Committee will be required.
- 6.7 In terms of next steps, if approval is given for a preferred bridge design, then work will commence to procure detailed design, planning services and ECI. Officers would continue to engage with locally elected representatives, residents and other stakeholders, as well as exploring further funding opportunities.

## **7. ALIGNMENT WITH CORPORATE PRIORITIES**

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

More people cycling and walking 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.

The bridge project is aligned with the St Neots Masterplan, part of a wider initiative to bring greater economic prosperity to the town.

### **7.2 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.

### **7.3 Supporting and protecting vulnerable people**

The bridge would be fully accessible in terms of approach paths and ramps.

## **8. SIGNIFICANT IMPLICATIONS**

### **8.1 Resource Implications**

The scheme will be capital funded from Section 106 contributions, totalling £1.5million. Further funding of up to £3million is assumed from the Combined Authority, Highways England and St Neots Town Council. The bridge would be designed to ensure minimal maintenance and ongoing revenue costs.

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

It is proposed to procure design and planning services via the ESPO framework contract.

Early Contractor Involvement (ECI) and in due course construction of the bridge will be procured through the Eastern Highways Framework contract.

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

The bridge is subject to a planning application and a bridge navigation order. The key risks are set out in section 6.2 above.

#### **8.4 Equality and Diversity Implications**

A new bridge would be available for everyone in the community to use. The bridge would be fully accessible in terms of approach paths and ramps.

#### **8.5 Engagement and Communications Implications**

A thorough and extensive period of consultation and engagement has been undertaken, following an initial consultation in 2017. Recent engagement includes attendance at St Neots Masterplan Steering Group's meetings, attendance at a meeting of St Neots Business Group and engagement with St Neots Rowing Club.

#### **8.6 Localism and Local Member Involvement**

A thorough and extensive period of consultation and engagement has been undertaken, following an initial consultation in 2017. Recent engagement includes attendance at St Neots Masterplan Steering Group's meetings, attendance at a meeting of St Neots Business Group and engagement with St Neots Rowing Club.

Officers have worked closely with local members.

#### **8.7 Public Health Implications**

More people cycling and walking undoubtedly contributes to improved public health. It is important that people are supported and encouraged to be physically active, and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km to be undertaken on foot or by cycle. The proposals support and encourage this. The bridge development will be used as a broader catalyst to promote walking and cycling in St Neots with a particular focus on daily journeys to and from work and school.

<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>	No Name of Officer: Paul White
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS</b>	Yes Name of Legal Officer: Debbie Carter-

<b>Law?</b>	Hughes
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Elsa Evans

<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: Andy Preston
<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>
Transport Strategy Consultation document 2001 St Neots Market Town Transport Strategy 2008 Option Study Utilisation Study St Neots Masterplan for Growth Consultation responses	Room 310 Shire Hall

## **APPENDIX 1**

### **OUTLINE BUSINESS CASE: ST NEOTS NORTHERN FOOT & CYCLE BRIDGE**

PROJECT NO: 30CPX00754

VERSION: 3

DATE: OCTOBER 2018

#### **1. EXECUTIVE SUMMARY**

St Neots is Cambridgeshire's largest market town and it continues to grow in size. S106 developer funding for transport schemes has been collected over a number of years and has generally been spent on minor cycleway schemes which appear to have minimal effect in terms of encouraging more trips by sustainable transport modes.

It is felt that a more significant piece of infrastructure could potentially have much more impact. A new northern foot and cycle bridge is specifically referenced in the St Neots Market Town Transport Strategy.

A new bridge is likely to make cycling and walking safer, more attractive and for some people more direct. A northern bridge would link up key destinations on the east side including Longsands secondary school, the railway station, Waitrose and leisure facilities such as the bowling alley and cinema, with residential areas on the west side. A new bridge would also give options for runners, walkers and leisure cyclists looking to complete a circuit of the town focussed around the river. Such activity could help to support the local economy in terms of cafes and shops.

The potential benefits need to be weighed up against the likely project costs of around £4.5million, ongoing maintenance costs and an element of disruption during the construction period.

#### **2. REASONS**

- Town experiencing population and traffic growth.
- Mandate from Economy and Environment Committee to use S106 funding on a more significant project.
- Referenced in Market Town Transport Strategy.
- Support from Town Council.
- Supports Neighbourhood Plan objectives.
- Forms part of St Neots Masterplan for Growth.

#### **3. BUSINESS OPTIONS**

- Do nothing.
- Do minimum: Minor works to existing road bridge to improve cycle safety.
- Do something: New bridge.



#### 4. EXPECTED BENEFITS

- Increased levels of walking and cycling – education, commuting and leisure.
- Public health.
- Leisure.
- Increased footfall for some areas.
- Safer journeys.
- Improved journey ambience.

#### 5. EXPECTED DIS BENEFITS

- Environmental impacts.
- Ecology.
- Visual.
- Construction impacts.
- Severance of Regatta Meadow and impact on events.

#### 6. TIMESCALE

Robust process required to determine location and design to avoid any risk of judicial review or other challenge.

Planning permission needed. Could be a lengthy process due to issues of ecology, tree protection orders, listed buildings, conservation areas and floodplain.

Bridge could be in place for 2021. Bridge would have design life of 120 years. Some ongoing maintenance would be required.

#### 7. COSTS

Depending upon option selected, project would cost £4-4.5million.

#### 8. INVESTMENT APPRAISAL

£1.5 million of S106 for transport projects is in place.

The Cambridgeshire and Peterborough Combined Authority (CPCA) have authorised funding to the sum of £2.5m. This forms part of the St Neots Masterplan for Growth.

We are awaiting confirmation of further funding from Highways England for £410k. This would be from their A428 legacy fund.

Up to £90,000 from St Neots Town Council being discussed.

To date minor cycling schemes have failed to have much impact on increasing walking and cycling trips. A new bridge is likely to have more of an impact.

Potentially the bridge could form part of an improved link to Longsands secondary school and the railway station which are both locations that people would tend to walk or cycle to. There is concern that Longsands pupils currently cycle on unsafe routes including the existing road bridge. In terms of road safety and perceived safety, a new bridge could be an important factor impacting mode choice.

There is likely to be funding available from other sources including:

- Integrated Transport Block
- Further S106/CIL

## 9. MAJOR RISKS
















Depending upon option:

- Negative impact on Conservation Area.
- Negative impact on pleasant park.
- Negative impact on Listed Buildings.
- Negative impact on river.
- Maintenance liability.
- Objection by residents.
- Political objections at various tiers.
- Stakeholder objection: Rowing Club, Conservation groups and transport user groups.
- Clash with other initiatives/projects.
- Impact on events in the town eg regatta.

## APPENDIX 2 - CONSULTATION RESULTS

### 1. How strongly do you support/oppose each of the three options for the design of the bridge?

	Strongly support	Support	Unsure	Object	Strongly object	Response Total
Option 1: Arch Bridge	32.5% (450)	22.5% (312)	11.8% (164)	9.6% (133)	23.6% (327)	1386
Option 2: Cable Stayed Bridge	12.2% (162)	11.6% (154)	13.2% (175)	19.2% (255)	43.8% (581)	1327
Option 3: Suspension Bridge	29.4% (398)	22.5% (305)	13.0% (176)	9.7% (131)	25.5% (345)	1355
					answered	1454
					skipped	9

1.1. Option 1: Arch Bridge						Response Percent	Response Total
1	Strongly support					32.5%	450
2	Support					22.5%	312
3	Unsure					11.8%	164
4	Object					9.6%	133
5	Strongly object					23.6%	327
<b>Analysis</b>		Mean: 2.69	Std. Deviation: 1.57	Satisfaction Rate: 42.33		answered	1386
		Variance: 2.47	Std. Error: 0.04				
1.2. Option 2: Cable Stayed Bridge						Response Percent	Response Total
1	Strongly support					12.2%	162
2	Support					11.6%	154
3	Unsure					13.2%	175
4	Object					19.2%	255
5	Strongly object					43.8%	581
<b>Analysis</b>		Mean: 3.71	Std. Deviation: 1.43	Satisfaction Rate: 67.69		answered	1327
		Variance: 2.05	Std. Error: 0.04				
1.3. Option 3: Suspension Bridge						Response Percent	Response Total
1	Strongly support					29.4%	398
2	Support					22.5%	305
3	Unsure					13.0%	176
4	Object					9.7%	131
5	Strongly object					25.5%	345
<b>Analysis</b>		Mean: 2.79	Std. Deviation: 1.57	Satisfaction Rate: 44.83		answered	1355
		Variance: 2.47	Std. Error: 0.04				

## 2. What other aspects of the project are important for you?

	Very important	Important	Unsure	Unimportant	Very unimportant	Response Total
To improve connections to the bridge for pedestrians and cyclists	50.1% (705)	28.0% (394)	3.3% (47)	4.0% (57)	14.6% (205)	1408
Lighting on the bridge and Regatta Meadow foot and cycle paths	45.5% (635)	31.0% (433)	5.3% (74)	4.4% (61)	13.8% (193)	1396
Improved signage for bridge and onward journeys	22.2% (303)	36.9% (505)	12.7% (174)	12.8% (175)	15.4% (210)	1367
Providing improved cycle parking at key destinations	28.4% (392)	34.2% (472)	11.2% (154)	11.5% (159)	14.8% (204)	1381
					answered	1422
					skipped	41

2.1. To improve connections to the bridge for pedestrians and cyclists								Response Percent	Response Total
1	Very important		<div></div>					50.1%	705
2	Important		<div></div>					28.0%	394
3	Unsure		<div></div>					3.3%	47
4	Unimportant		<div></div>					4.0%	57
5	Very unimportant		<div></div>					14.6%	205
Analysis	Mean:	2.05	Std. Deviation:	1.42	Satisfaction Rate:	26.26		answered	1408
	Variance:	2	Std. Error:	0.04					
2.2. Lighting on the bridge and Regatta Meadow foot and cycle paths								Response Percent	Response Total
1	Very important		<div></div>					45.5%	635
2	Important		<div></div>					31.0%	433
3	Unsure		<div></div>					5.3%	74
4	Unimportant		<div></div>					4.4%	61
5	Very unimportant		<div></div>					13.8%	193
Analysis	Mean:	2.1	Std. Deviation:	1.38	Satisfaction Rate:	27.51		answered	1396
	Variance:	1.92	Std. Error:	0.04					
2.3. Improved signage for bridge and onward journeys								Response Percent	Response Total
1	Very important		<div></div>					22.2%	303
2	Important		<div></div>					36.9%	505
3	Unsure		<div></div>					12.7%	174
4	Unimportant		<div></div>					12.8%	175
5	Very unimportant		<div></div>					15.4%	210
Analysis	Mean:	2.62	Std. Deviation:	1.36	Satisfaction Rate:	40.56		answered	1367
	Variance:	1.86	Std. Error:	0.04					





## APPENDIX 3 – DETAILED OPTION APPRAISAL

Weighting	20	10	5	10	10	10	10	10	5	20	10	10	10	20	10	170
Description	Public Perception (results of consultation)	Land take / effect on Regatta Meadow	Land Take / effect area near Priory Centre	Design (issues & Risks)	Buildability & Safety during Construction	Construction Cost	Maintenance (ie whole life)	Environment & Sustainability	Programme	Project Risks	Aesthetics	Planning	Improved Infrastructure	Safety for NMU's	Encourages Modal Shift	Score
<b>OPTION 1</b>  Arch Bridge	55% supported this option	With shorter span it may be possible to reduce approach span length slightly affecting less of the park. Ramps will still bridge over waterlogged areas.	Foundations will be more substantial as equal share of load between each side	Likely to include complex shapes resulting in unusual load paths and more complex structural modelling increase design iterations.	Building the foundations and pier in the watercourse will require extensive temporary works and risk of flooding etc to be managed.	£3.4 million	Pier in the river will be difficult to access for inspection and maintenance. Greater area of steel for re-painting.	Foundation placed in the river will affect river flows & will have flood impact that needs mitigation. This could have significant impact on surrounding park.	Longest programme due to construction works in the river	Might not be possible to sufficiently mitigate the flood impact of pier in the river in order to obtain EA approval	Architects analysis shows it fits well within the frame of the view from the river bridge	Sympathetic to surroundings low impact, but environmental impact is likely to cause planning issues	New structure improves cycling network and provides alternative crossing for local NMU's	Alternative route will reduce NMU congestion on main river bridge footways and carriageway and provides a safer, off road, route to cross the river for NMU's.	New attractive structure is expected to encourage existing cyclists and more young people to cycle to school safely encouraging future generations to cycle in the future.	62.9%
Score	11	7	3	4	2	6	7	2	2	10	8	5	10	20	10	107
<b>OPTION 2</b>  Cable Stay	Only 24% supported this option	Approach Ramps impact on useable areas of the park during events. Approach ramps do bridge an area of park that is regularly waterlogged.	All load is transferred back to main pier so smaller foundations needed on East side	Limited design risks and issues. Cable connections and redundancy for cable replacement to be considered. Larger footings required as all load transferred back to main pier.	Will involve working at height and above water. Installation of pier will require a larger crane	£3.0 million	Specialist inspection and maintenance of cable elements and access to tall piers for inspection and maintenance would be more complex and expensive	Minimal impact on flood risk compared with other options and efficient form of construction uses less materials	Slightly longer programme due to larger foundations on West side and cable installations	Largest columns and foundations to construct on West side, weather delays wind/flooding etc. a lot of working at height required.	Architects analysis indicates the tall tower required for this form of structure would be taller than surrounding buildings which would make it visible intrusive.	Less likely to obtain planning approval due to negative visual impact	New structure improves cycling network and provides alternative crossing for local NMU's	Alternative route will reduce NMU congestion on main river bridge footways and carriageway and provides a safer, off road, route to cross the river for NMU's.	New attractive structure is expected to encourage existing cyclists and more young people to cycle to school safely encouraging future generations to cycle in the future.	65.3%
Score	5	5	4	6	5	7	5	6	3	14	6	6	10	20	9	111
<b>OPTION 3</b>  Suspension Bridge	52% supported this option	Approach Ramps impact on useable areas of the park during events. Approach ramps do bridge an area of park that is regulary waterlogged.	Will require substantial foundations on the East side to anchor cables causing disruption during construction	Size of anchor on the East side could be problematic.	Will involve working at height and above water. Installation of pier will require a crane. Excavation for anchor and foundations in small area next to Priory Centre could be problematic.	£3.6 million	Specialist inspection and maintenance of cable elements and access to tall piers for inspection and maintenance would be more complex and expensive	Minimal impact on flood risk compared with other options and efficient form of construction uses less materials	Slightly longer programme due to larger foundations on East side and cable installations	Size of foundation for cable anchors on East side exceeds available space. Large columns to construct on West side, weather delays wind/flooding	An elegant form of structure with low impact on the view from the river and fits well in the surroundings. Older style form of construction is sympathetic to historic nature of the town centre.	Sympathetic to surroundings low impact, less likely to involve planning issues	New structure improves cycling network and provides alternative crossing for local NMU's	Alternative route will reduce NMU congestion on main river bridge footways and carriageway and provides a safer, off road, route to cross the river for NMU's.	New attractive structure is expected to encourage existing cyclists and more young people to cycle to school safely encouraging future generations to cycle in the future.	67.1%
Score	10	5	2	5	5	5	5	6	3	12	8	8	10	20	10	114
<b>OPTION 4</b>  Do nothing	Average of 20% of the two rounds of consultation.	No impact on riverside park but area of park regularly waterlogged remains inaccessible	No impact	No design risks or issues	No construction so no issues	No costs	No additional asset to maintain	No direct impact on environment but no incentive for modal shift	No works to programme	No risks	Nothing to effect the view of the river but no opportunity to enhance the view.	No planning required	No improvements	No improvements	No encouragement to change mode of transport	62.4%
Score	5	8	5	10	10	10	10	8	5	20	5	10	0	0	0	106



**APPOINTMENTS TO OUTSIDE BODIES - PROPOSED COUNCIL  
REPRESENTATIVE ON GREENSAND COUNTRY LANDSCAPE PARTNERSHIP  
AND TO GROWING FENLAND PROJECT DELIVERY STAKEHOLDER GROUPS**

**To:** Economy and Environment Committee

**Meeting Date:** 15 November 2018

**From:** Executive Director: Place & Economy

**Electoral division(s):** All

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

**Purpose:** To ask the Committee to

- A) approve Cllr Kindersley's request to represent the council on the Greensand Country Landscape Partnership.**
- B) Confirm the following appointments to the Cambridge and Peterborough Combined Authority's District Council's Growing Fenland Project Delivery Stakeholder Groups**
  - Chatteris - Cllr Anne Hay
  - March - Cllr Jan French
  - Whittlesey - Cllr Chris Boden
  - Wisbech - Steve Tierney

**Recommendation:** Committee is asked to:

- a) comment on and approve Cllr Kindersley's proposed representation.**
- b) comment on and approve the following appointments to the Growing Fenland Project Delivery Stakeholder Groups:**
  - Chatteris - Cllr Anne Hay
  - March - Cllr Jan French
  - Whittlesey - Cllr Chris Boden
  - Wisbech - Steve Tierney

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
Name:	<b>Graham Hughes</b>	Names:	Councillor Ian Bates
Post:	Executive Director	Post:	Chairman of E&E Committee
Email:	<a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:ian.bates@cambridgeshire.gov.uk">ian.bates@cambridgeshire.gov.uk</a>
Tel:	01223 715660	Tel:	01480 830250

## **1. BACKGROUND**

- 1.1 Greensand Country is an organisation set up to brand and promote the Greensand Ridge as a destination. It runs from Leighton Buzzard to Gamlingay.  
<http://bedsrcc.org.uk/rural/greensand-country-landscape-partnership/>
- 1.2 The Combined Authority has allocated £50k to each of the Fenland market towns to produce a 'market town masterplan' for each area. The money has been used to procure the services of consultants Metro Dynamics who will be working with a stakeholder group in each town to engage with the public and draft a masterplan. These are not constituted groups and the frequency of meetings is yet to be decided. Each stakeholder Group has one town council, one district council and one county council member place. The Leader of the Council has nominated the following and the Committee is asked to confirm the appointments. No substitutes are required to be appointed.
- Chatteris - Cllr Anne Hay
  - March - Cllr Jan French
  - Whittlesey - Cllr Chris Boden
  - Wisbech - Steve Tierney

## **2. MAIN ISSUES**

- 2.1 Cllr Kindersley has been asked to join the Greensand Country Landscape Partnership Board and represent Cambridgeshire County Council as the local member. It is recommended that this proposal be accepted and that Cllr Kindersley's be added to the Councils register of representation on outside bodies.
- 2.2 The County Council has been asked to appoint one local Member to represent it on each of the four Growing Fenland Stakeholder Groups and the nominations represent the appropriate local member.

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

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

None

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

None

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

None

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

There are no significant implications within this category.



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

There are no significant implications within this category.

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

There are no significant implications within this category.

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

There are no significant implications within this category.

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

There are no significant implications within this category.

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

Cllr Kindersley is the Local Member for the part of this partnership that sits in Cambridgeshire and is happy to represent the Council.

#### **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>	n/a
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	n/a
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	n/a
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	n/a
<b>Have any engagement and communication implications been cleared by Communications?</b>	n/a
<b>Have any localism and Local Member</b>	n/a

<b>involvement issues been cleared by your Service Contact?</b>	
<b>Have any Public Health implications been cleared by Public Health</b>	n/a

<b>Source Documents</b>	<b>Location</b>
Link to the website	<a href="http://bedsrcc.org.uk/rural/greensand-country-landscape-partnership/">http://bedsrcc.org.uk/rural/greensand-country-landscape-partnership/</a>
Growing Fenland Project Delivery	Combined Authority Website

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details are still to be confirmed (items 15-17) – Note all Friday  
Member seminars are now open to District Councillors

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

Those in red bold text have not yet taken place or details are still to be confirmed (items 15-17) – Note all Friday  
Member seminars are now open to District Councillors

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 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

Those in red bold text have not yet taken place or details are still to be confirmed (items 15-17) – Note all Friday  
Member seminars are now open to District Councillors

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 (items 15-17) – Note all Friday  
Member seminars are now open to District Councillors

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

Those in red bold text have not yet taken place or details are still to be confirmed (items 15-17) – Note all Friday  
Member seminars are now open to District Councillors

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

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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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Member seminars are now open to District Councillors

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 earlier site</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details are still to be confirmed (items 15-17) – Note all Friday  
Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
									visit
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>
15.	<b>Section 106</b>	<b>To explain the Section 106 process as it applies to the County Council</b>	<b>Juliet Richardson</b>	<b>7<sup>th</sup> December 2018</b>		<b>To provide more information on the detail</b>			

**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

Those in red bold text have not yet taken place or details are still to be confirmed (items 15-17) – Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
16.	<b>New Developments</b>	To include information on <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</li> <li>• landscaping tree planting programmes</li> <li>• Provision and barriers to providing electric</li> </ul>	<b>Juliet Richardson</b>	<b>7<sup>th</sup> December 2018</b>		To provide more information on specific issues requested by Members as listed,			

## 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
		charging points in new homes.							
17.	Cambridgeshire and Peterborough Minerals and Waste Local Plan	To hold a future Member seminar to extend invitations to District Councillors	Ann Barnes	15 <sup>th</sup> March 2019 Seminar	KV Room Shire Hall	To provide more information on the detail			
18.	Approach to the Agreement and Inclusion of Community Infrastructure Levy and Section 106 Funding	To hold a future Member seminar to extend invitations to District Councillors	Juliet Richardson	The proposal is to combine this with item 15 the seminar slot on 7 <sup>th</sup> December	KV Room Shire Hall	To provide more information on the detail			

# ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN

Published on 1st November 2018  
Update 7<sup>th</sup> November 2018

**AGENDA ITEM: 9**

## 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>06/12/18</b>	Integrated Transport Block (ITB) Funding Allocations	Elsa Evans	2018/067	<b>23/11/18</b>	<b>27/11/18</b>
	Transport Scheme Development Plan	Karen Kitchener	Not applicable		
	Councillor Appointment to the Wisbech Access Strategy Project Board.	Jack Eagle	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Place and Economy Key Performance Indicators	Graham Hughes	Not applicable		
	Business Planning including Fees and Charges	Graham Hughes	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	Graham Hughes	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>10/01/19</b>	Further Extension of Funding for Bus Services	Paul Nelson	2019/004	<b>21/12/18</b>	<b>31/12/18</b>
	Bourn Airfield Outline Planning Application	Stuart Clarke	2019/005		
	Royal London Waterbeach Planning Application	Juliet Richardson	2019/007		
	Highways Response to West Cambridge Master Planning Report	David Allatt	2018/040		
	Royal London Waterbeach Planning Application	Juliet Richardson	2018/039		
	Kennett Village Garden Outline Planning Application	(J Richardson)	Not applicable		
	Approval of the Cambridgeshire Statement of Community Involvement	Ann Barnes	Not applicable		
	Non Statutory Consultation East West Rail	Jeremy Smith	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>07/02/19)</b>	Cambridgeshire and Peterborough Minerals and Waste Further Draft Local Plan	Ann Barnes	Key Decision?	<b>24/01/19</b>	<b>29/01/19</b>

<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>
	Cambridge Northern Fringe East Area Action Plan	Juliet Richardson	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<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		
<i>11/04/19</i> (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		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>20/06/19</b> <b>Reserve date)</b>	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>11/07/19</b>					

<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>
<b>15/08/19 Reserve Date)</b>					
<b>19/09/19</b>	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
<b>17/10/19</b>	Agenda Plan	Democratic Services	Not applicable		
<b>14/11/19</b>	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>05/12/19</b>	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>16/01/20</b>	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>06/02/20 (reserve date)</b>					
<b>05/03/20</b>	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>23/04/20</b>	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		



Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Agenda Plan	Democratic Services	Not applicable		
<b>28/05/20</b>	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		

