

## **CABINET: MINUTES**

**Date:** 17<sup>th</sup> January 2012

**Time:** 10.00 a.m. – 12.00 p.m.

**Present:** Chairman: Councillor N Clarke

Councillors I Bates, D Brown, S Count, S Criswell, M Curtis, D Harty,  
L W McGuire, T Orgee and M Shuter

**Apologies:** None

**Present by invitation:** Councillors K Bourke, L Nethsingha, T Sadiq, P Sales and  
S van de Ven

### **503. MINUTES: 13<sup>th</sup> DECEMBER 2011**

The minutes of the meeting of the Cabinet held on 13<sup>th</sup> December 2011 were approved as a correct record.

### **504. DECLARATIONS OF INTERESTS**

The following Councillors declared personal interests under Paragraph 8 of the Code of Conduct in item 5, Cambridgeshire and Peterborough Waste Partnership: Approval for the Partnership Charter, as

- A member of East Cambridgeshire District Council – Councillor Brown
- A member of Fenland District Council – Councillor Curtis
- Members of Huntingdonshire District Council – Councillors Bates, Criswell and Harty.

Councillor Orgee declared a personal interest under Paragraph 8 of the Code of Conduct in item 6, A1301 Speed Limit Review, as a member of Sawston Parish Council.

### **505. PETITION: SLOW DOWN LYNN ROAD, CHETTISHAM**

Cabinet received a petition with 124 signatures and 5 letters of support, which in summary read:

This petition is to sort out the speed of traffic along Lynn Road in Chettisham, Ely. Some kind of restriction is required before there is a life-threatening accident or worse still a fatality along this stretch of road.

The current 40 mile per hour limit is completely ignored by traffic day and night. Lorries, cars and motorbikes travel too fast for this road ... As for cycling along Lynn Road, this is also very dangerous ...

To wait for a serious accident to happen to change this road layout will be too late.

Megan Carnie addressed Cabinet on behalf of the petitioners, noting that possible solutions to the speeding problems might include a reduction to the speed limit, narrowing the road or warning signs. In response to a question, she noted that the combination of high vehicle speeds and narrow pavements was particularly dangerous for children and young people walking or cycling to school.

Responding, the Leader of the Council, Councillor Clarke, and the Cabinet Member for Community Infrastructure, Councillor Criswell, thanked Miss Carnie for her petition. The Cabinet Member for Community Infrastructure agreed to familiarise himself with the route and to speak to officers. He would send a detailed reply when he had completed his investigation.

It was resolved:

That as there was no relevant agenda item, an interim written response would be sent within ten working days, pending more detailed investigation of the issues by the Cabinet Member for Community Infrastructure.

#### **506. MATTERS ARISING FROM OVERVIEW AND SCRUTINY COMMITTEES**

It was noted that the Enterprise, Growth and Community Infrastructure Overview and Scrutiny Committee had considered the Ely crossing call-in at its meeting on 12<sup>th</sup> January 2012. The Committee had agreed to take no further action at this stage, on the understanding that it would be involved again at its meeting on 14<sup>th</sup> May 2012, before the scheme came back to Cabinet.

#### **507. CAMBRIDGESHIRE AND PETERBOROUGH WASTE PARTNERSHIP: APPROVAL FOR THE PARTNERSHIP CHARTER**

Members considered proposals for closer partnership working across the Cambridgeshire and Peterborough Waste Partnership (RECAP), including an Advanced Partnership Working Charter and the development of business cases for the potential integration of services.

Cabinet welcomed the proposals but expressed concern that one of the partners, Peterborough City Council, was currently not attending partnership meetings. The Head of Waste Management noted that as a unitary authority, responsible for both waste collection and waste disposal, Peterborough would be less directly affected than the County and Districts by some of the integration proposals and was not expected to join the Joint Waste Committee. However, he and the Leader of the Council, Councillor Clarke, confirmed that they would continue to seek to engage Peterborough to optimise relevant outcomes.

It was agreed

To adopt the RECAP Advanced Partnership Working Charter setting the direction for closer working across the Cambridgeshire and Peterborough Waste Partnership.

## **508. A1301 SPEED LIMIT REVIEW**

Cabinet considered an objection from Sawston Parish Council to the proposed introduction of a 50 mph speed limit on a section of the A1301, between Stapleford and the junction with the A505. Members noted that the Parish Council supported the proposal as far as it went, but also wished to see the 50 mph speed limit extended south to the Sawston roundabout and a 40 mph speed limit introduced at the northern end of the bypass, which was used by students cycling to Sawston Village College.

Members noted that the average vehicle speed on the additional southern section was already 54 mph and that extending the 50 mph limit was unlikely to have a significant impact. The accident record on the additional northern section was recognised and it was intended to review this as part of the coming year's casualty reduction action plan, in consultation with the Parish Councils and local members.

In response to a point raised by Councillor Orgee, one of the local members, the Cabinet Member for Community Infrastructure, Councillor Criswell, confirmed that signing at the Mill Lane cycle crossing would be reviewed.

It was agreed

- 1) To approve the reduction in speed limit on the A1301 as advertised
- 2) To support further engagement between relevant County Council services and local members and Parish Councils on possible safety improvements at the northern end of Sawston bypass, to explore all options for funding.

## **509. HEAVY COMMERCIAL VEHICLE (HCV) STRATEGY**

Cabinet on 5<sup>th</sup> July 2011 had endorsed a draft HCV Strategy to enable trials to take place of assessment methods to determine the need for interventions to manage HCV movements. Cabinet had also agreed a number of community trials and desktop studies. Members now received a report on the work carried out since that meeting and the resultant proposed Strategy, escalation process and assessment methodology.

One non-Cabinet member spoke on this item:

- Councillor van de Ven, the Liberal Democrat Transport Spokesman, welcomed the progress made but suggested that a number of additional factors should be considered, including the impact on traffic flows of GPS (global positioning system) data; the cycling deterrent caused by HCVs and the difficulty of measuring this; the impact on overall carbon emissions of encouraging HCVs to take alternative, possibly longer routes; and the need for parking controls to be linked to the Strategy. She also drew attention to the resourcing challenges for smaller communities of meeting the requirements of the escalation process and assessment methodology.

Discussing the report, Cabinet members noted that:

- The process was intended to be simple and user-friendly
- Key measurements within the methodology had been refined to remove bias towards larger communities
- The process would enable local communities to assess the relative severity of their HCV problems and would provide better comparative data to help inform decision-making
- The process would be further refined as lessons were learned from its use
- HCV restrictions would be introduced only as a last resort, with such decisions taken at a strategic level because of the implications for other routes
- Road safety remained an issue on A roads as well as on more minor routes
- Cross-border collaboration with neighbouring local authorities was essential. Cambridgeshire was working with other local authorities towards standardised advisory freight route maps, recognising that these would be easier for long-distance drivers to use
- The County was also liaising with the Constabulary to ensure that if diversions were needed at short notice, the most appropriate alternative routes were used.

It was agreed

- 1) To approve the HCV Strategy set out in Appendix A to the Cabinet report
- 2) To support the use of the escalation process (Appendix B) and assessment methodology (Appendix C) to facilitate joint working with local communities to determine how best to manage HCV issues.

## **510. CAMBRIDGE PARK AND RIDE OPERATIONS**

Cabinet at its meeting on 13<sup>th</sup> December 2011 had asked officers to develop proposals for the commercial operation of Park and Ride bus services and for securing the most economical operation of the Park and Ride sites. These proposals were now presented.

It was noted that there were two options for the commercial delivery of bus services: a one-off competition to appoint a single operator, or open access arrangements under which operators would be free to compete for custom as and when they wished. Either option would also allow the Council to let a tender for the management of the sites. Members noted that the success of the first option would depend on a serious competitor to the current operator emerging; whereas the second option was lower risk and enabled the Council to set a fixed departure charge and secure services.

Three non-Cabinet members spoke on this item:

- Councillor Bourke, the Liberal Democrat Group Leader, reported that his Group supported the introduction of open access arrangements. He expressed concern that the ratio of departure charge to ticket price had fallen significantly over the past ten years. He called for the ratio to be restored to its original level and the departure charge in future to be index-linked to ticket prices. He also expressed concern that management of the sites should not be outsourced to the private sector.
- Councillor van de Ven, the Liberal Democrat Transport Spokesman, welcomed the proposed introduction of open access arrangements, noting that this would enable operators of rural services who had difficulty finding stops in the centre of Cambridge to run services to and from the Park and Ride sites.
- Councillor Sadiq, the Labour Group Leader, welcomed the review of the operation of Park and Ride services but questioned whether sufficient time had been allowed and whether Overview and Scrutiny should have been involved. He highlighted a number of areas for concern including the potential impact on passengers, which should be properly assessed; the scope for rising commercial fares; the potential impact on concessionary fares; and implications for future development of Park and Ride sites and services.

In discussion, Cabinet members noted that:

- Operators of rural services could already run buses to Park and Ride sites if there was room; however, open access arrangements would help to encourage feeder services
- Index-linking departure charges to ticket prices could provide an inappropriate incentive to the Council to support ticket price increases by commercial operators
- The Council would continue to support concessionary fares for as long as it could, but such support could be affected by the Council's future financial position.

It was agreed

- 1) To endorse option 2, that the Park and Ride service be taken forward as an Open Access arrangement in conjunction with a Partnership Agreement
- 2) That the operation of the sites should be competitively outsourced as soon as possible
- 3) That the management of the Busway be retained in-house for the time being.

#### **511. JOINT COMMISSIONING STRATEGY FOR OLDER PEOPLE'S MENTAL HEALTH SERVICES IN CAMBRIDGESHIRE 2011-2014**

Cabinet approval was sought for the Joint Commissioning Strategy for Older People's Mental Health Services in Cambridgeshire 2011-2014 and its associated action plan. The Strategy and action plan had been developed with NHS colleagues to respond to

the National Dementia Strategy and also incorporated the recommendations of the Overview and Scrutiny member-led review of dementia services, which Cabinet had considered on 6<sup>th</sup> September 2011.

One non-Cabinet member spoke on this item:

- Councillor Sales, the Labour Community and Adult Services Spokesman, emphasised the need to recognise and address the wide range of mental health issues affecting older people, including depression, anxiety, links to physical illness and the effects of recreational drugs and alcohol abuse, as well as dementia.

Discussing the report, Cabinet members noted that:

- Prevention and early diagnosis were key, helping to ensure that as people lived longer, they enjoyed good health for as great a proportion of their lives as possible. Signposting to services was also very important for people once a diagnosis had been received
- Effective partnership working was essential, not least because preventative action could encompass such a wide range of activities, including community activities and networks, housing design and pharmaceutical development
- The importance of respite care to older people with mental health problems and their carers should be recognised. Day care from a range of providers also played a vital role and was currently being reviewed
- It would be useful to add a more explicit reference in the Strategy to the training and upskilling of carers, an issue identified in the Overview and Scrutiny consultation response on the wider redesign of mental health services
- It could be appropriate to liaise with the Constabulary on links between criminality and mental health problems. The Service Director: Strategy and Commissioning agreed to look at the research on criminality in people aged 65+ and consider if the Strategy needed amending.

Subject to these comments, it was agreed

- 1) To approve the Joint Commissioning Strategy for Older People's Mental Health Services in Cambridgeshire 2011-2014 and action plan
- 2) To receive a further report to Cabinet in six months' time to update Cabinet on the progress of implementing the action plan.

## **512. INTEGRATED RESOURCES AND PERFORMANCE REPORT FOR PERIOD ENDING 30<sup>th</sup> NOVEMBER 2011**

Cabinet received the Integrated Resources and Performance Report for the period ending 30<sup>th</sup> November 2011. It was noted that the forecast year-end underspend was £2.7 million, an increase of £447,000 from the previous month, due mainly to an increased underspend of £0.5 million on debt charges and interest.

Two non-Cabinet members spoke on this item:

- Councillor Sadiq, the Labour Group Leader, expressed concern that a forecast underspend was difficult to justify to the public when a number of services would benefit from additional investment. He also suggested that a number of performance indicators highlighted areas for further investigation, including the quality and outcomes of apprenticeships; the number of people killed or seriously injured in road accidents, which although currently low was rising; and the impact of Council spending cuts on small and medium enterprises (SMEs).
- Councillor Nethsingha, the Liberal Democrat Resources Spokesman, expressed concern that the forecast underspend was the result of a number of factors beyond the Council's control, including low interest rates and a delay in development at the Waterbeach waste plant, and of a virement from reserves to Adult Social Care. She noted that the overall underspend masked significant pressures in some areas of the revenue budget.

Responding to Councillor Sadiq, the Leader of the Council, Councillor Clarke, and the Cabinet Member for Resources and Performance, Councillor Count, drew attention to initiatives to improve apprenticeships and to work as effectively as possible with SMEs.

Responding to Councillor Nethsingha, they and other Cabinet members acknowledged the financial challenges faced by the Council. They noted that the Pressures and Future Development Reserve, from which the recent Adult Social Care virement had been taken, had been established specifically to help smooth expenditure over a number of years. They also noted that it was a considerable achievement to have achieved required savings to date and that any underspend should not be used now, but would help with future decisions in more difficult years ahead.

It was agreed

- 1) To note the resources and performance information and the remedial action currently being taken
- 2) Integrated Transport Block Funding 2011/12 (£634,000): to approve the allocation of this additional funding in full to Environment Services (see section 5.2 of the Cabinet report).

### **513. MOBILISING LOCAL ENERGY INVESTMENTS IN CAMBRIDGESHIRE AND PETERBOROUGH**

Cabinet considered proposals for the County Council to become project co-ordinator for a three-year funding agreement with the European Commission's Executive Agency for Competitiveness and Innovation. The funding agreement would draw down up to 75% match funding for a project of maximum value €1.2 million that would mobilise local energy investments in Cambridgeshire and Peterborough.

As a point of clarification, members noted that the housing to be included in the proposed energy efficiency improvement schemes would comprise some remaining in local authority ownership and some transferred to Registered Social Landlords.

It was agreed

- 1) To welcome this significant European grant, worth about £800,000 over three years to project partners in Cambridgeshire and Peterborough
- 2) That Cambridgeshire County Council will work in partnership to develop capacity with the consortium members and mobilise local energy investments. Together, the project partners will create the mechanisms to deliver an investment programme worth more than £18 million in public sector projects that will include energy generating schemes and home improvement schemes for energy efficiency in Council housing and public buildings, including schools
- 3) To authorise the Executive Director: Environment Services to complete:
  - i. the consortium agreement with partners in Cambridgeshire and Peterborough, based on a heads of terms document which sets out partnership, project governance and co-operation principles
  - ii. the grant funding agreement with the European Commission's Executive Agency for Competitiveness and Innovation
- 4) To note that a Member Advisory Board will be established to provide overview and scrutiny to the project. This group will consist of elected representatives with appropriate portfolio responsibilities from the partner local authorities: Cambridgeshire County Council, Peterborough City Council, Cambridge City Council, South Cambridgeshire District Council, and Huntingdonshire District Council
- 5) To nominate the Cabinet Member for Community Infrastructure to this Project Advisory Board.

#### **514. ST IVES TOWN BUSWAY STOP**

Cabinet considered a proposal for an additional stop for buses from the Cambridgeshire Guided Busway on Station Road, St Ives. This would enable more buses from the Busway to enter the town, rather than having to terminate at the Park and Ride.

It was noted that one of the local members, Councillor Pegram, had expressed support for the proposal.

One non-Cabinet member spoke on this item:

- Councillor van de Ven, the Liberal Democrat Transport Spokesman, expressed concern that the proposed site for the bus stop was already congested and that other options, such as redesign of St Ives bus station, had not been adequately explored. She drew attention to concerns set out by St Ives Town Council in a letter to the County Council.

The Cabinet Member for Growth and Planning, Councillor Bates, noted that there would be further discussion with the Town Council, local members and the Huntingdonshire Traffic Management Area Joint Committee. This was accepted by Councillor van de Ven.

It was agreed

To approve the provision of a new high quality bus stop on Station Road, St Ives for the Busway services and to report the proposals for information to the Huntingdonshire Traffic Management Area Joint Committee.

#### **515. BUS SERVICE CHANGES: CONSULTATION RESULTS**

It was noted that this item had been deferred to the Cabinet meeting to be held on 31<sup>st</sup> January 2012.

#### **516. DECISIONS DELEGATED TO CABINET MEMBERS**

Members received a report on progress on matters delegated to individual Cabinet members and or/officers, up to 15<sup>th</sup> November 2011.

It was agreed

To note the progress as set out in the report.

#### **517. DRAFT CABINET AGENDA – 31<sup>st</sup> JANUARY 2012**

Members noted the draft agenda for the Cabinet meeting to be held on 31<sup>st</sup> January 2012, including the following changes made since publication of the agenda for this meeting:

- Bus Service Changes Consultation Results deferred from 17<sup>th</sup> January 2012 to 31<sup>st</sup> January 2012
- Three further items added for 31<sup>st</sup> January 2012:
  - Provision of Local Government Shared Services to Norwich City Council (key decision)
  - Incorporation of Local Enterprise Partnership
  - Local Sustainable Transport Fund and Better Bus Areas Fund
- Integrated Resources and Performance Report for Period Ending 31<sup>st</sup> December 2011 would now be a key decision
- Chesterton Station Business Case deferred from 31<sup>st</sup> January 2012 to 6<sup>th</sup> March 2012.

Chairman 31<sup>st</sup> January 2012