

ECONOMY AND ENVIRONMENT COMMITTEE



Date: Thursday, 09 February 2017

Democratic and Members' Services

Quentin Baker

LGSS Director: Law and Governance

10:00hr

Shire Hall

Castle Hill

Cambridge

CB3 0AP

Kreis Viersen Room

Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

1. **Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-dec-of-interests>
2. **Minutes 16th December 2016 Economy and Environment Committee** **5 - 28**
3. **Minute Action log** **29 - 34**
4. **PETITIONS AND PUBLIC QUESTIONS**

KEY DECISIONS

5. **Alternative Funding Arrangements for Cambridge Park and Ride sites** **35 - 44**

OTHER DECISIONS

6.	East Cambridgeshire Local Plan Further Draft January 2017	45 - 84
7.	Ely Southern Bypass - Cycle Underpass	85 - 90
8.	Review progress of the Energy Investment Unit Business Case	91 - 100
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10.	Economy and Environment Policy and Service Committee Agenda Plan	133 - 140

The Economy and Environment Committee comprises the following members:

Councillor Ian Bates (Chairman) Councillor Edward Cearn (Vice-Chairman)

Councillor John Clark Councillor Lynda Harford Councillor Roger Henson Councillor David Jenkins Councillor Noel Kavanagh Councillor Alan Lay Councillor Mike Mason Councillor Mac McGuire Councillor Joshua Schumann Councillor Mathew Shuter and Councillor John Williams

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

Clerk Name: Rob Sanderson

Clerk Telephone: 01223 699181

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

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Friday 16th December 2016

Time: 10.00 a.m. to 12.35 p.m.

Present: Councillors: P Ashcroft (substituting for Councillor Lay), I Bates (Chairman), J Clark, E Cearns (Vice-Chairman), L Harford, R Henson, , N Kavanagh, M. Mason, M McGuire, L Nethsingha (substituting for D Jenkins) J Schumann, M Shuter, and J Williams

Apologies: Councillors: D Jenkins and A Lay

Also present: Councillors: S Criswell, L Dupre, and B Hunt.

270. DECLARATIONS OF INTEREST

Councillors Ashcroft, Harford and Mason declared a statutory, disclosable interest under the Code of Conduct in relation to Item 5, Abbey Chesterton Bridge as being Members of the Planning Committee which was due to consider the planning application for the Bridge in the new year. The three Members withdrew from the meeting during the consideration of the item and as a consequence, took no part in the debate or in the decisions reached.

271. MINUTES

The minutes of the meeting held on 22nd November 2016 were agreed as a correct record.

272. MINUTE ACTION LOG

The Minute Action Log update was noted.

273. PETITIONS

No petitions were received.

274. ABBEY CHESTERTON BRIDGE - APPROVAL TO CONSTRUCT

Councillors Ashcroft, Harford and Mason left the room before consideration of this report.

This report sought approval to progress the Abbey-Chesterton bridge scheme to the construction phase, subject to planning approval in the New Year. It was highlighted that the Bridge will form an important part of The Chisholm Trail to provide a high quality strategic foot and cycle link between the existing and new railway stations in Cambridge, and a link at each end to the Busway cycle route. It will also support a strategic link between the Science and Business Parks to the north of the river Cam,

and link to retail areas and business hubs to the south, and residential areas to the east. The new bridge will provide a direct convenient link between employment, residential and educational establishments on each side of the river. The location of the proposed bridge, and The Chisholm Trail were shown on Plan 1 of the report.

As part of the planning process the revised hybrid bridge design, including segregation for users and the provision of seating was presented to the Cambridgeshire Quality Panel who were impressed, describing the design as 'beautiful'. Artist drawings of the bridge design were tabled at the meeting.

The Project's progress was set out in section 3 of the report with the processes to procure a contractor involving a mini tender of six companies detailed in section 4. Section 5 set out details of the consultation exercise undertaken with the Cycling Project Team, who, having engaged widely, were confident that the main issues previously raised had been addressed by the revised bridge design. Members of the Committee were given details of the wording of an electronic petition opposing the scheme which did not believe the cycling benefits of the scheme outweighed the environmental, social and landscape impacts.

Jim Chisolm a resident and Matt Danish representing Cam Cycle having given prior notice, both spoke in support of the scheme. Their submissions are included as Appendix 1 to the minutes.

In respect of bridge naming, it was recommended that the Local Liaison Forum (LLF) should compile a list of possible names for the bridge, with the detail set out in section 6 of the report.

Members of the Committee's comments / questions included:

- Congratulating the officers for taking on board the comments made at public meetings and coming back with a vastly improved scheme that would be sensitive to the area as a valued green space.
- Other Members supported the ease of access that would be provided to Stourbridge Common and Ditton Meadows so that more people could enjoy its natural amenities, as well as highlighting the benefits the access would provide for future generations.
- In response to a question on how the bridge was to be funded, this would be from a combination of Department of Transport Cycling City Ambition Grant monies and Section 106 contributions, totalling £4.5 million.

On being put to the vote the Members of the Committee present for the item, unanimously resolved to:

- a) Note the scheme progress being made in terms of planning approval, land procurement and stakeholder engagement;
- b) Give approval to construct the scheme, subject to gaining planning permission;

- c) Delegate powers to the Executive Director of Economy, Transport and environment in consultation with the Chairman and Vice Chairman of the Committee to approve the construction contract and selection of the contractor;
- d) Support the continuation of land negotiations; and,
- e) Approve the proposal for a bridge naming process.

275. TRANSPORT STRATEGY FOR EAST CAMBRIDGESHIRE

The Third Cambridgeshire Local Transport Plan (LTP3) is the main strategic transport policy document for the County with the Transport Strategy for East Cambridgeshire (TSEC) providing the local context for LTP3 setting out:

- the Strategy basis for transport improvements in East Cambridgeshire;
- existing transport-related issues, together with consideration of the implications of wider employment and housing growth planned for the District;
- transport objectives and policies; and an action plan.

This report outlined the work in developing the Transport Strategy for East Cambridgeshire and included a summary of initial development of the Strategy, the methodology and results from the 2016 Consultation (which at the meeting it was clarified had started in February rather than April as originally stated in the report) and details of the alterations proposed, having taken into account feedback from the Consultation. It was highlighted that the draft Strategy objectives and application of the policies were supported by the majority of residents with the most supported scheme being the Ely Southern Bypass. There was also support for A10 dualling at Ely, the Ely North Rail Junction, a Railway Station for Soham and improvements to the A10/ A14 Milton interchange.

The purpose of the Transport Strategy is to:

- Provide a detailed policy framework and programme of transport schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-31 (LTP3).
- Support the East Cambridgeshire Local Plan, and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.
- Create a live action plan of transport schemes to address the existing and future transport issues in the district.

Councillor Criswell speaking in his capacity as the Liaison Member with the Heavy Commercial Vehicles (HCV) Action Group spoke in support of the proposals to work with freight operators to persuade HCV's to use strategic routes to avoid villages and to transfer more freight onto the rail network, as referred to on page 91 and 92 of the agenda. This would be especially important following the construction of the Ely Bypass. He suggested the use of Traffic Regulation Orders (TRO's) to ensure that HCV's kept to recognised strategic routes. In the section on air pollution on page 70, he

suggested that this should be expanded to make reference to noise / vibration, for which the Action Group had provided relevant information. He welcomed the input to be provided by Public Health on the impact of road traffic on people's health.

With reference to pages 193 and 194 section on 'Freight Movements and Heavy Goods vehicles' and the reference to the diamond area he suggested that Earith needed to be included in the HCV Strategy, as the traffic around the village had long been a problem.

Councillor Dupre spoke as a local member and echoed comments made by the Chairman earlier in the meeting praising the work undertaken by the HCV Group. She also expressed her gratitude to Councillor Criswell for highlighting the issues of noise and vibration as the other significant sources of pollution from HCV's. She also welcomed the appointment of Iain Green as the health representative. Her presentation (the full text is set out as a separate Appendix 2 to the minutes) highlighted that the 'diamond area' had been incorrectly referred to on page 44 of the document as the Sutton-Earith-Aldreth-Wilburton diamond area and requested that it was amended, as it was the diamond formed by the A14, A141, and A142 bisected by the A10, as set out in the County's Strategic Freight Route Map.

She challenged the assertion of the Strategy that it was seeking to solve was HCV movements in the 'diamond villages' as a result of the construction of the Ely Southern Bypass, when the issue was the current intolerable level of HCV traffic and noise pollution through the villages. She suggested no modelling had been undertaken of the effect of the Ely Southern Bypass on the villages (which included Sutton, Haddenham, Earith, Bluntisham, Hilton, Wilberton and Cottenham) to show that it would reduce the amount of HCV traffic passing through them.

In respect of particulates air pollution, she highlighted that no measurements whatsoever had been carried out in East Cambridgeshire (clarified in subsequent questioning as being in the last 12 -24 months) so there was no current data to inform a view about air quality in the villages other than those collected by the Joint Parishes HCV Group'. Councillor Schumann in response to this point highlighted that East Cambridgeshire District Council had undertaken work 3-4 years ago around the Ely Station area and in villages. Another Member suggested that if air quality studies had been undertaken, reference to them should be included in the document.

Councillor Hunt, a local member, spoke in support the Ely Bypass construction which he believed would be of benefit to the surrounding villages. With reference to page 201 Appendix B and the text regarding Little Thetford reading "Investigate possible safety and access improvements to the A10 / The Wyches junction. Investigate improvements to the junction to improve the safety of right turning traffic towards Ely)" he fully supported the proposal. He stated that this was currently a very dangerous junction as traffic turning to Ely had no choice but to cross two lanes of traffic and supported the need to install traffic lights to allow the safe entry and exit to the village. He highlighted that a child had recently been seriously hurt at the junction and urged that the works should be treated as a priority and suggested that as a short term measure there was the need to re-paint the speed limit white warning signs / lines.

Issue raised in the debate included:

- One Member suggesting the need to continue to press Network Rail with regard to the Soham and Ely upgrades to enable more freight to move to rail. Officers in response gave an assurance that they were in regular contact with Network Rail on the issues raised, while also recognising that the latter tended to work to long time frames.
- A question was raised on what had happened to proposals to redevelop Ely Station? It was explained that this had been delayed as a result of Tesco's having decided against moving location. Further work was being undertaken to ascertain what improvements could now be made.
- There was discussion regarding Dullingham Station, including reference to the length of the platform, which could only take four carriages. A Member highlighted that the main issue currently was that trains often only arrived with two carriages, which was completely inadequate for the number of people waiting to board the train. It was suggested that reference to issues with the Station should be included in the Strategy as they could be referred to in negotiations with the franchise operators.
- The Committee agreed there was a need to identify locations particularly affected by air pollution, possibly through the use of mobile monitoring units, as with this data, it would help influence future Government Policy regarding restricting the use of diesel engines, now recognised as one of the major air polluters.
- The need to recognise the suppressed demand for more people to switch to walking / cycling and to encourage this wherever possible through investing in cycle ways / bikeability schemes.

The Chairman suggested a further recommendation was required to delegate to the Executive Director in consultation with the Chairman and Vice Chairman the authority to make minor additions / modifications to take account of the issues raised. Councillor Nethsingha wished to see a recommendation to replace the current report recommendation to specifically pick up some of the main issues highlighted and therefore moved the following which was seconded by Councillor Williams:

“that the Committee should approve the Strategy but required further work to be undertaken to tackle air pollution and noise and vibration issues in villages along the A1123”.

There was then discussion on the amendment which included some Members expressing the view that this level of detail was not necessary, as agreeing to the Strategy included agreeing the seven objectives which encompassed many of the issues being highlighted. On being put to the vote the proposed amendment to the recommendation was lost.

Councillor Bates moved the following as an additional recommendation which was duly seconded, reading:

“To delegate to the Executive Director of Economy, Transport and the Environment in consultation with the Chairman and Vice Chairman to make textual changes to the Strategy to incorporate reference to noise, pollution and vibration and the need to address these issues across the Strategy area”.

On being put to the vote the recommendation was carried by a clear majority and becoming part of the substantive motion,

It was unanimously resolved to:

- a) To approve the Strategy for adoption.
- b) To delegate to the Executive Director of Economy, Transport and the Environment in consultation with the Chairman and Vice Chairman to make textual changes to the Strategy to incorporate reference to noise, pollution and vibration and the need to address these issues across the Strategy area”.

276. INTEGRATED TRANSPORT BLOCK (ITB) FUNDING ALLOCATIONS

This Report sought Members’ comments and support for the proposed projects to receive ITB Delivering Transport Strategy Aims funding for the rolling 3-year period from 2017/18 with the proposed allocations of the £3.19M ITB funding outlined in the table below.

Budget Category	Proposed allocation 2017/18 (£'000s)	Description
Air Quality Monitoring	23	Funding towards supporting air quality monitoring work in relation to the road network across the work with local authority partners.
Major Scheme Development	200	Resources to support the development of major schemes.
Local Infrastructure Improvements	682	Include the provision of the Local Highway Improvement (LHI) Initiative across the County (£607K); accessibility works such as disabled parking bays; and improvements to the Public Rights of Way network (£75K).

Budget Category	Proposed allocation 2017/18 (£'000s)	Description
Strategy Development and Integrated Transport Schemes	345	Resources to support Transport Infrastructure strategy and related work across the County, including Long term Strategies, District Transport Strategies as well as funding towards scheme development work.
Road safety schemes	594	Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes.
Delivering Transport Strategy Aims	1,346	Supporting the delivery of proposals included in Countywide and area transport strategies to improve accessibility, mitigate the impacts of growth, and support sustainable transport improvements. Proposed projects are listed in Appendix 1.
Total	3,190	

In view of the small annual budgets and cost of schemes, a rolling 3-year funding period had been prepared to ensure that some larger schemes which potentially had greater benefits were not ruled out from the outset due to limited funding availability.

It was highlighted that two schemes had experienced delay, (a) Norwood Road cycle improvement to the route along Norwood Road corridor, March and (b) Cycle Route 12 (St Ives to Bluntisham) due to issues revealed during detailed design, and therefore these required funding to be carried forward to 2017/18 to complete the work.

The following six schemes had cross-year funding earmarked for 2017/18 and 2018/19. which left £801k to be allocated to prioritised projects.

Location	Scheme	17/18	18/19 19/20	
Ely	Cycle route between Ely and Stuntney	-	TBC	Feasibility will be completed within the £12K budget approved for 2016/17. No budget is proposed for 17/18 because scheme delivery needs to link to Ely Southern Bypass i.e. not before 2018.
March	Cycle route from Southwest March to town centre	£175K	-	Full cost £250K, of which £75K budget was approved for 2016/17 and will be spent as planned
St Ives	Cycle Route 3 St Ives East-West route across town along A1123	£230K	£200K	Proposed budget £430K is for delivery in 2017/18 and 2018/19. (2016/17 budget funded feasibility and initial design).
Cambridge	Barton Road cycle route improvement	£100K	-	Full cost £200K, of which £100K budget was approved for 2016/17 and will be spent as planned
Countywide	Minor walking cycling improvements	£35K	£35K per annum	Proposed to increase budget per annum from £25K to reflect demand
Countywide	Small scale bus stop facility improvements	£5K	£5K per annum	Low cost improvements that bring good value for money
Budget committed		£545K	TBC	
Total budget less committed £1,346K - £545K		£801K	TBC	

Section 3.3 of the report set out the Prioritisation Methodology used to score eligible schemes which were defined as being:

- Deliverable within 5 years
- Local non-major schemes with funding gaps under £500K
- Not City Deal specific schemes (which should be funded by City Deal and matched by Section 106 developer contributions).

Eligible schemes for allocation of ITB funding for the rolling 3-year period from 2017/18. were assessed and prioritised, using criteria based on the Department for Transport's Early Assessment and Sifting Tool (EAST) as detailed in Appendix 2 of the report. The schemes, together with the committed schemes were listed in Appendix 1 to the report.

It was highlighted that Cambridge scheme, reference number 7 in Appendix 1, Huntingdon Road outbound cycleway improvement between Victoria Road/Castle Street and Girton was proposed to be forward funded by ITB funding with S106 funding for these being required from NIAB (Darwin Green 1), Darwin Green 2, Darwin Green 3, Cambridge North West and Girton College. Eligible schemes assessed but not proposed for funding allocations in 2017/18 would remain in the Transport Investment Plan to be considered for other appropriate funding sources or for the next round of ITB funding. These schemes were listed in Appendix 3 of the report.

Councillor Hunt speaking as both a local member as well as making representations on behalf of the Parish Council, tabled a map for information in support of the Haddenham scheme on page 219 for the installation of a traffic lights controlled pedestrian crossing at the top of the High Street (A1123 –A1421 junction). With the aid of the map he explained how the A1123 completely divided Haddenham in half, with the school and play area in the south and the pub and main centre in the north, highlighting that there had already been two deaths on the A1123 in Haddenham in the current year. Later one Member questioned the cost compared to other proposed crossings costed at half the price. It was explained that this was a particularly difficult location as it was a staggered junction and therefore the proposed solution was more costly.

Issues raised by Members included:

- Councillor Williams queried whether Item 74 in the Transport Investment Plan (TIP) ‘Solar Light shared path Fulbourn and Cherry Hinton’ was still in the programme **(Action: Elsa Evans to check and confirm position outside of the meeting)**
- A question was asked on how schemes would be brought forward for the TIP and who made the assessment on which schemes were eligible under the criteria. In reply it was indicated that schemes were drawn from the TIP approved by Members in November, with officers making the assessments, using the criteria as set out in the report. The same Member suggested there needed to be a process to involve members to be able to provide (political and local knowledge) guidance on priorities.
- A Member expressed concern that there were a great many Fenland cycling / footway schemes in Appendix 3 (Schemes not proposed for funding) and questioned the commitment to such schemes outside Cambridge. In reply on why not many schemes were included for Fenland, it was explained that some would not have yet been fully developed, which would result in a low deliverability score, while others would score lower on the scale of impact due to the number of people who would benefit, compared to a more densely populated area like Cambridge. A number of Members supported the need for a fairer system with revised criteria to allocate resources to ensure schemes were progressed in Fenland and other recognised disadvantaged areas of the County. The Vice Chairman suggested that this would need to also involve local Members working more closely with officers on proposed schemes.

- Making reference to scheme 503 in Appendix 3 'Lode Pedestrian cycle improvement' a local member on the Committee asked how often the list was checked, as this particular scheme had been proposed and agreed for funding and suggested that there might be other spurious entries, with other schemes having completed. The report author indicated that the TIP was the subject of regular updates, but accepted that there might be out of date information currently included.
- **Regarding the Cambridge to Barton improvement, Councillor Nethsingha requested that she receive more detail, including the exact location and whether it was just a junction improvement or if it was part of a wider scheme along Barton Road. It was agreed this would be provided in a written reply following the meeting. Action: Elsa Evans**
- In future more account should be taken of health benefits in the criteria to be used as part of the assessment process.
- One Member suggested future reports should not provide details of the estimated cost of schemes in a public report, as his experience was that contractors used these as the guide for their tender price and it seemed too much of a coincidence how often the tender prices came in very close, if not at the estimate given.

It was unanimously resolved to:

- a) support the allocation to the ITB budget elements
- b) approve the proposed projects in Appendix 1 of the report for allocation of ITB funding in 2017/18 and earmarked for 2018/19 and 2019/20, and
- c) support the proposed projects in Appendix 1 of the report for inclusion in the Transport Delivery Plan.

277. CAMBOURNE WEST PLANNING APPLICATION - DRAFT SECTION 106 HEADS OF TERMS

This report asked the Committee to consider the Draft Section 106 Heads of Terms for Cambourne West and approve the draft prior to determination of the planning application by South Cambridgeshire District Council (SCDC).

This Committee at its meeting in April 2015 had broadly supported the proposals contained in the original planning application subject to the conclusion of an appropriate s106 agreement. In the response to SCDC, the County Council sought the provision of infrastructure and services to be secured through planning obligations as detailed in paragraph 1.6 of the report. The Committee in April 2015 also endorsed two holding objections relating to transport and archaeology which were subject to the applicant submitting further information, assessment and providing details of mitigation for the potential impacts.

The applicant submitted an amended application in November 2015 with Officers providing a further response to these amendments. In parallel to the amended planning

application, negotiations on the Section 106 Heads of Terms, together with a viability assessment, had been undertaken jointly between the applicant, SCDC and the County Council. Modelling had indicated that the Section 106 package of measures was unviable which had been verified by consultants acting on behalf of the local authorities. As a result, the applicant and SCDC had negotiated a reduction of affordable housing provision from 40% to 30%, along with a revised s106 package of measures. Infrastructure provided or facilitated by the County Council had, however, remained largely unchanged. Based on the agreement reached between the parties, Table 1 of the report highlighted the main County Council infrastructure items where a direct contribution would be received. (included as Appendix 3 to these Minutes). In addition, as a result of the mitigation measures agreed as detailed in paragraphs 2.9 and 2.10 of the report, the two holding objections had been withdrawn.

In discussion Members raised issues include the following:

- Whether with reference to Appendix 2 on 'Transport infrastructure' there was an inconsistency between item 9 'Bus services' and Item 14 the 'Broadway Bus link' as the latter was to be delivered prior to commencement, while the bus service payments were not due till the third phase of development. It was explained that as a physical feature, the Broadway was required to be completed in advance, while the contribution for bus services was delayed some time into the development to ensure greater patronage.
- Whether as a result of a High Court ruling it was still appropriate to ask the developer to make contributions towards monitoring planning obligations. It was explained that it depended on the complexity of the work and that due to the number of obligations, this particular case justified a contribution.
- In discussion on the 40% affordable housing figure a Member pointed out that the South Cambridgeshire District Council Policy on affordable housing was 40% "subject to viability".
- On a question regarding the household waste recycling centre it was explained that Cambourne fell within the St Neots catchment area and consequently the request for a contribution complied with the regulations regarding the pooling of planning obligations.
- The Vice-Chairman expressed his frustration that it was not permissible to receive details of the consultants' viability report or the percentage figure of the developer's expected profit.
- In response to a question it was clarified that as a result of the Community Infrastructure Levy (CIL) regulations it was not possible to collect any new contributions towards Area Corridor Transport Action Plan monies.

Having received an update on the outline planning application progress,

It was resolved to:

- a) approve the draft S106 Heads of Terms set out in appendix 2 of the report; and

- b) Delegate to the Executive Director (Economy, Transport and the Environment) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the draft Heads of Terms.

278. ECONOMY TRANSPORT AND ENVIRONMENT (ETE) RISK REGISTER UPDATE

The Committee noted that the ETE Risk Register was last brought to Committee in May 2016 and was reviewed on a quarterly basis by the Economy, Transport and Environment (ETE) Strategic Risk Group. It was a comprehensive expression of the main risks that fell within the Committee's remit, with mitigations either in place, or in the process of being developed, to ensure that each risk was appropriately managed.

The current report provided the Committee with the latest details of the Economy and Environment Committee risks showing that there were ten risks. Three risks, CR 9 – 'Failure to secure funding for infrastructure', CR 22 – 'The Total Transport project fails to identify and implement affordable solutions that allow service levels to be maintained' and CR26 – 'Increasing manifestation of Busway defects' are included in the Corporate Risk Register. Details of all changes and updates made to the Risk Register were set out in Appendix 2 to the report.

It was highlighted that ETE Management Team had requested a full review of the ETE Directorate and Service risk registers to coincide with the introduction of GRACE, the new system for recording risks corporately. Training on this system for officers was being undertaken in December and a full review by the ETE Strategic Risk Group would take place following this.

Members expressed concern that the text to Appendix 1 (the ETE Risk Register) was too small even when blown up to A3 and required it to be presented in a revised format for future meetings.

It was resolved to:

- a) To note the position in respect of the Economy and Environment Risk Register.
- b) To ask the report author in future to produce the text in the ETE Risk Register (Appendix 1) in a larger, more reader friendly print font.

279. FINANCE AND PERFORMANCE REPORT TO OCTOBER 2016

This report provided the financial position for the whole of the ETE Service up to the end of October 2016. The headlines set out in the covering report were as follows:

Revenue: There were no significant variances and ETE was showing a £161k forecast underspend.

Capital: The capital programme was forecast to be on target and £5.7m of the estimated £10.5m Capital Programme Variation has been met. King's Dyke had a forecast variance of -£3.3m due to land access issues and Connecting Cambridgeshire

was forecasting a -£1.1m variance as the planned expenditure had been re-profiled.

Of the fourteen performance indicators, two were currently red, two amber and ten were green. The indicators that were currently red were:

- Local bus journeys originating in the authority area.
- The average journey per mile during the morning peak of the most congested routes.

At year-end, the current forecast was that one performance indicator would be red (local bus journeys originating in the authority area), eight would be amber and five green.

Comments on the report were in respect of bus provision and the expectation that bus passenger numbers would increase with Councillor Williams wishing to place on record his appreciation to Paul Nelson and his team for providing a replacement for the withdrawn Number 17 service.

The Executive Director ETE sought a steer from the Committee in respect of the Ely bypass in terms of an underpass option for cyclists. It was explained that when the original bypass scheme had been developed, no underpass option was included and the original design provided the basis for the tender with the scheme cost of up to £36m having already been agreed by the Department of Transport. To install an underpass as part of the scheme would require an amendment to the planning consent. Further investigation had also identified that an underpass would be partially below the ground water level and would result in significant works being required to ensure a watertight structure and ongoing maintenance with pumps to keep it watertight. Based on the early design work undertaken, this could add an additional cost estimated at around £1.4m - £1.5m which would result in a scheme beyond the original financial delegation, requiring a further report to Committee. Currently the estimate was that 20 cyclists per day were likely to use it, although this would inevitably increase if the facility was built. It was indicated that the scheme could still be considered at a later date after the road had been built, although construction would be much more difficult and costly.

The subsequent discussion included the following issues:

- it was established that the underpass would be away from the main road and would require cyclists to deviate from their route to be able to use it which one Member suggested would make it less likely to be used by experienced cyclists.
- One Member suggested that promoting cycling as a health activity was negated if they had to cycle through a damp tunnel.
- Others supported such a scheme, even at the increased cost, as the facility would be used by non-confident cyclists, especially when the Council was seeking to reduce congestion by encouraging more people to switch from cars to cycling.
- One member suggested that a light controlled crossing could be installed as an initial measure, before any decision was taken regarding the construction of an underpass.

- More information was required regarding the proposed route.

Having reviewed and commented on the report:

It was resolved;

To note the report.

280. ECONOMY AND ENVIRONMENT COMMITTEE REVIEW OF DRAFT REVENUE AND CAPITAL BUSINESS PLANNING PROPOSALS 2017-18 TO 2021-22

This report provided the Committee with an overview of the draft Business Plan revenue and capital proposals for Economy Transport and Environment (ETE) that are within the remit of the Economy and Environment Committee. It was explained that the current report had not changed since the one provided to the Committee in October. The original date for the Committee had been changed from early December so that should further Service savings have been required as a result of the General Purposes Committee held on 29th November, these could have been included. However as no changes were required, the report would be considered alongside those from the other service committees at the General Purposes Committee in early January.

The report explained that the draft capital programme had been reviewed in September and subsequently reviewed in its entirety, along with the prioritisation of schemes, by General Purposes Committee in October. No changes were made as a result of these reviews, though work was ongoing to revise and update the programme in light of continuing review by the Capital Programme Board, changes to overall funding or to specific circumstances surrounding individual schemes. The full Capital Programme was shown in appendix 1 of the report as part of the finance tables. It was highlighted that since the Capital Programme was presented to the September Committee, there had been a change to B/C.3.101 Development of Archives centre premises. (Increased from £4.2m to £5.06m as agreed by Highways and Community Infrastructure (H&CI) Committee in October 2016).

The report explained that the Council was still awaiting funding announcements, expected during December/January, regarding various capital grants. In addition, as the capital programme was continually changing, Services would continue to make any necessary updates in the lead up to the January GPC meeting which would consider the finalised Business Plan.

In respect of the revenue budget the full table of savings proposals were set out at appendix 1 and the associated Community Impact Assessments (CIAs) contained in appendix 2. Any proposals added to the table at appendix 1 since Committees in October were summarised at appendix 3, along with the proposals rejected at October Committees' for completeness. Proposals were still subject to change pending Full Council in February 2016 when agreed proposals would then become the Council's Business Plan.

Economy Transport and Environment fees and charges were contained within two schedules which were updated throughout the year: a schedule of discretionary charges

and a schedule of statutory charges. These schedules were set out in appendices 4 and 5 to the report.

Comments from Members included:

- The Vice-Chairman welcomed the outcome focussed method to Business Planning and that some original ETE savings proposals were not now being pursued. He also welcomed the Transformation agenda although highlighting that this would involve losing a third of staff and had concerns that the most talented / those with detailed knowledge could leave and suggested that there appeared to be “no plan B.”
- With reference to the concessionary fares budget line on page 298 of the agenda, one Councillor reiterated the concerns raised at the December Council meeting on the potential adverse effect on this budget as a result of changes to journeys at one of the park and ride sites where concessionary fare holders were having their tickets stamped twice.
- Councillor Mason highlighted that he was still not satisfied with answers he had received regarding the plan for the future maintenance of the Guided Busway and the way it was shown in both revenue and the capital accounts and believed that better planning for its ongoing maintenance was required.

Having reviewed and commented on the report:

It was resolved to:

- a) note the overview and context provided for the 2017/18 to 2021/22 Business Plan revenue proposals for the Service, updated since the last report to the Committee in October.
- b) Note the draft revenue savings proposals that are within the remit of the Economy and Environment Committee for 2017/18 to 2021/22, and endorse them to the General Purposes Committee as part of consideration for the Council’s overall Business Plan.
- c) Note the changes to the Capital Programme that are within the remit of the Economy and Environment Committee and endorse them.
- d) Note and agree the proposed fees and charges for those Economy, Transport and Environment services that are within the remit of the Economy and Environment Committee for 2017/18.

281 TERMS OF REFERENCE FOR THE MEMBER LED REVIEW OF CYCLING INFRASTRUCTURE

At the Economy & Environment Committee on 1st September it was proposed that a member-led review of completed cycle schemes should be conducted to establish any lessons that could be learnt for future schemes going forward and to establish best

practice. The report set out the Terms of Reference proposed following an initial meeting of the Review Group.

Nominations had been sought from the political groups and following discussions at Spokes, the membership proposed was as follows:

Cllr Henson
Cllr Noel Kavanagh
Cllr Ian Manning
Cllr Tony Orgee
Cllr Mandy Smith
Cllr Amanda Taylor
Cllr Susan van de Ven
Substitute: Cllr Ed Cearns (substitute)

During the course of correspondence around the Terms of Reference, Cllr Mandy Smith volunteered to be the Chairwoman and her nomination was endorsed by the members of the Review Group. As an update, Councillor Harford indicated that she had also volunteered and would wish to be added to the Membership.

In addition, the Chairman of the Committee had provided late comments suggesting that the number of schemes proposed for review set out in the draft terms of reference was unmanageable. He suggested that consideration should be given to restricting the number of schemes to possibly one from each district in the County. Spokes had provided a suggested revised list as follows:

Cambridge City: Hills Road and Huntingdon Road (treated as one scheme)
East Cambridgeshire: Lisle Lane, Ely
Fenland: Wimblington Road, March
Huntingdonshire: Needingworth to Bluntisham extension
South Cambridgeshire: A10 Cycling Scheme (treated as one scheme)

Niki Marrian a Hills Road resident had provided an assessment form using criteria agreed for cycling schemes by the Cambridge Environment and Traffic Management Joint Area Committee, augmented with additional questions, plus criteria for good street design from Scottish Government guides. This had been sent by e-mail to the membership of the Review Group and provided to the full Committee membership as Appendix 3 to the Committee Running Order (background briefing note).

In discussion it was agreed that the final number of schemes to be the subject of further review, should be decided by the Member Group.

It was resolved:

- a) to agree the Terms of Reference with any subsequent changes to be made by the Review Group.
- b) To formally approve the membership of the Review Group, with the addition of Councillor Harford, and to the Chairwoman being Councillor Smith.

282. ECONOMY AND ENVIRONMENT (E&E) COMMITTEE TRAINING PLAN UPDATE

Further to a previous request for a training session on aspects of the Capital Programme, the Committee was advised that an E&E Committee Member Training Session training session on the Capital Programme had now been arranged for 2nd February to commence at 2 pm in the KV Room, Shire Hall, with the details as set out in the report.

Councillor Schumann who had requested the session, highlighted that it should not be a general session on the Capital Programme, but should focus on issues regarding its funding and some of the main issues that could arise, highlighting incidents of mistakes made in the past, and what lessons had been learnt to ensure they were not repeated.

The Vice Chairman raised the issue of the need for ETE to arrange a still outstanding Member seminar on the implications of the Neighbourhood Planning Bill 2016-17. Another Member suggested that it would be useful to have a session on Transport Issues for those with Special Educational Needs. Action: Executive Director ETE.

It was resolved to:

- a) note the upcoming training session date of 2.00 p.m. 2nd February in the KV Room, Shire Hall on aspects of the Capital Programme.
- b) That the session should focus on the Capital Programme funding process, identifying examples of past problem areas and identifying anything that could be / had been changed to ensure they were not repeated.
- c) Agree that the invitation to the session be extended to all Members of the Council.
- d) Note the need to sign an attendance sheet when attending training sessions, so that Members' attendance is accurately recorded.
- e) Request for ETE officers to look to arranging a training session on Special Educational Needs Transport Issues.
- f) For ETE to progress the outstanding request for an item to be included on an early 2017 Member seminar on the implications of the Neighbourhood Planning Bill 2016-17.

283. ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE SERVICES AGENDA PLAN

It was explained that as the main decision reports for the January Economy and Environment Committee meeting had been re-allocated to either the current meeting or the February Committee meeting, the intention was to cancel the 12th January Committee which had the support of spokes.

It was resolved:

to note the agenda plan as set out, and to agree to the cancellation of the January 2017 Economy and Environment Committee Meeting.

Chairman
9th February 2016

APPENDIX 1

Abbey-Chesterton Foot and Cycle Bridge

Submission from Jim Chisolm

Councillors, Officers, and members of the public. The last 20 years has been a bit of a bumpy ride for the route I originally proposed, and the ironic thing is that the bit I thought most difficult, that of getting under Hills Road was achieved early, courtesy of the Guided Bus, as were the sections outside Cambridge. I hope today's decision is purely 'technical', but we cannot yet congratulate ourselves. We have the central section (this is sounding a bit like the East West Rail...) which I in my naivety, and the days of RailTrack, I thought was easy. That will come.

More importantly, Officers and Councillors will know that some determined opposition is making progress difficult, both for this bridge and Phase One.

The Cycling Campaign, and others, can be critical when we think you could 'do better'..., but as part of our Charitable objective is 'for Better, safer and more cycling in and around Cambridge' we must be effective in supporting projects that will give such huge benefits to those in and around Cambridge. We will do all we can to expose the flaws in the arguments of those who oppose this route, as well as supporting officers of the City and County through these rather unexpected difficulties.

Improving travel choice and improving sustainable access for work, education and leisure is now accepted as a way to make a happier place. It is almost certainly the cheapest way to reduce the amount of private car travel.

Submission from Matt Danish representing Camcycle

Thank you for the opportunity to speak. Camcycle calls on this Committee to back the officer's recommendation that spending be approved to start construction on the Abbey-Chesterton Bridge subject to planning permission being granted.

This bridge will transform travel in the north and east of Cambridge. It will directly link the Abbey area and Fen Ditton village to the new Cambridge North station, putting them within a short walk of this transport hub and new employment centres. It will create a short, convenient cycle link to the major employment sites at the Business Park and Science Park, avoiding a dogleg via the steep, narrow and congested Green Dragon Bridge. The new bridge built to modern standards and regulations will create a much-needed fully accessible connection for all people who would like to walk or cycle across the river.

The location and design have been refined to deliver the most sensitive bridge possible. It will not despoil any view; from across the common it will be almost unseen against the existing railway bridge.

This project has been subjected to an incredible level of scrutiny, including being delayed by almost a year to address design concerns and mitigation. This has now resulted in plans for a well-designed bridge situated in the optimum location that is sensible for its setting, next to the existing steel truss bridge carrying a railway with overhead electrification.

Opponents of the scheme have questioned the inclusion of public health improvements in the benefits-cost analysis. But it has been well-established through government guidelines that public health improvements are a valid benefit. The encouragement of everyday physical activity, reduction of air pollution, and improved access to our greenways and Commons will improve the health of many people and bring real savings to the NHS.

Even when delayed this project has enjoyed broad support from across the local political spectrum. We obtained signatures on a petition last year that showed that many more people support the bridge than oppose it. We request that you please approve the spending to get this bridge built as soon as possible.

Appendix 2

Councillor Dupre submission to item 6 – Transport Strategy for East Cambridgeshire

Provided separately.

Appendix 3 Draft Section 106 Heads of Terms Cambourne West – County Council Contributions	
Item	Contribution
2 x 2 Form of Entry Primary Schools (420 places each)	(£8,630,000 per primary school) £17,260,000
Primary school revenue	£80,000
Secondary school	(based on £26,013 per place) £14,809,852
Special Education Needs	£1,988,000
Children's Centre	£115,000
Library Contribution	£388,930
Bus service revenue support	£1,200,000
A428 Madingley Road Bus Priority (contribution to City Deal scheme)	£8,700,000
Walking/cycle links within Cambourne	£610,000
Bus link to Broadway	£305,000
Travel Plan coordinator and monitoring	£237,500
Travel Plan measures	£470,000
Household Waste Recycling Centre	£425,350
Community health and development workers and CFA services	£666,880

In addition there will also be a range of transport mitigations included in the Section 106 that the developer will provide as works in kind. These include:

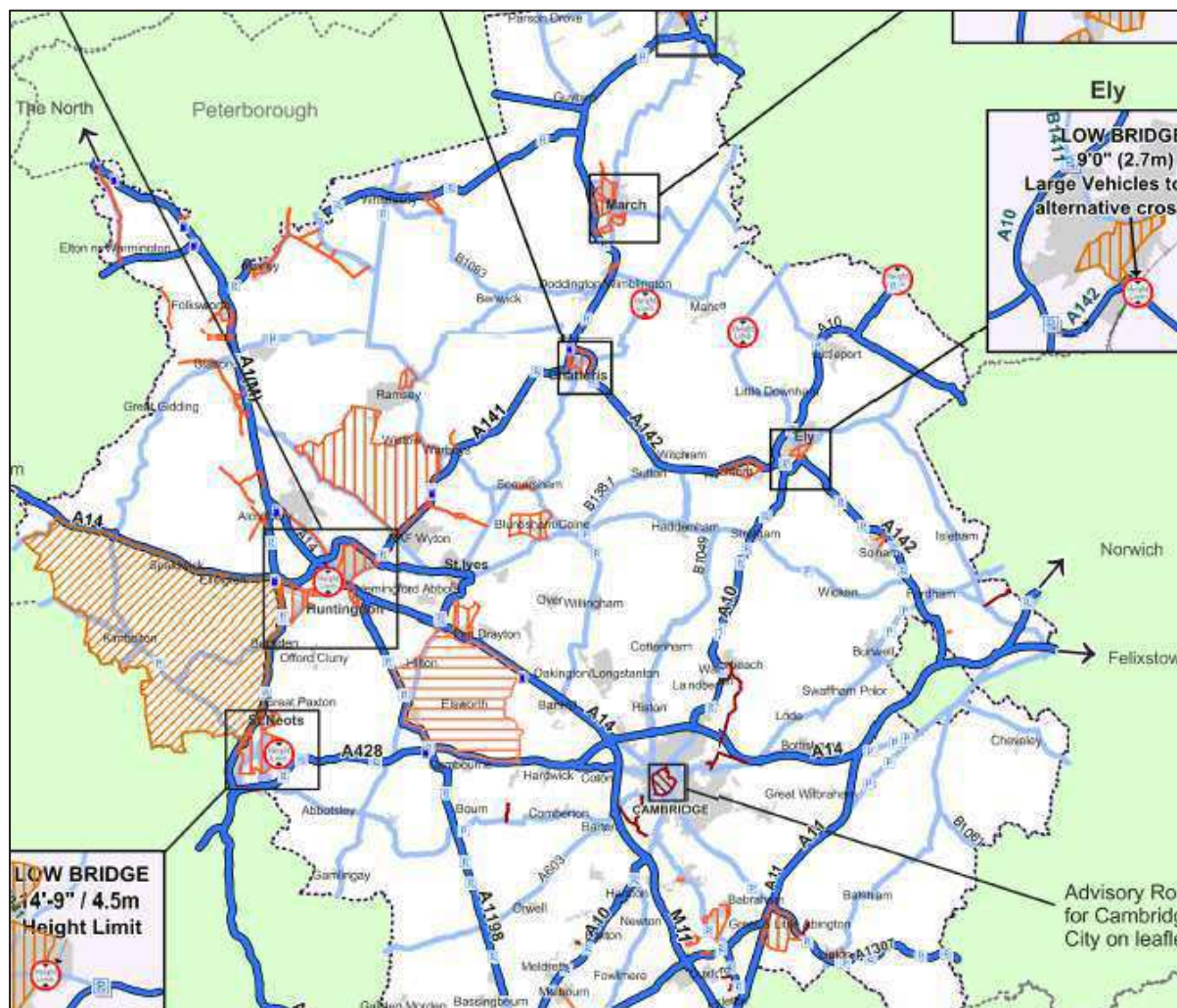
- Sheepfold Lane and A1198 access works; and
- Off-site access mitigation.

The policy requirement for affordable housing is 40%. However as a consequence of the viability and the scale of other planning obligations necessary to make the development acceptable the affordable housing requirement has been reduced to 30%.

HCV traffic in the 'diamond'

I have asked to address you today about the issue of HCV traffic through villages in what is referred to in the East Cambridgeshire Transportation Strategy as the 'diamond area'.

This 'diamond area', incorrectly referred to on page 44 of the document as 'the Sutton-Earith-Aldreth-Wilburton diamond area' (an error I would request be corrected), is in fact the diamond expressed in the county's Strategic Freight Route Map, and is formed by the A14, A141, and A142 and bisected by the A10.



HCVs and the Ely bypass

The Strategy starts from the premise that the problem it is seeking to solve is the potential impact of the construction of the Ely Southern bypass on HCV movements in the 'diamond' villages. However, the Joint Parishes HCV Group has been meeting for some eight years to seek to address the intolerable *current* level of HCV traffic through its member villages, which include Sutton, Haddenham, Earith, Bluntisham, Hilton, Wilburton and Cottenham.

No assessment was done of the potential impact of the Ely Southern bypass on these villages, despite requests by and promises to affected parishes. The only formal Traffic Impact Assessment undertaken for the Ely Southern bypass was for the environs of Ely. Internal correspondence between officers, sent to a resident by mistake, indicated their clear intention not to carry out any further formal assessment at the time. There is therefore no evidence to support the opinion that the construction of the Ely Southern bypass will reduce HCV traffic in villages in the 'diamond'.

Joint Parishes HCV Group

This Group has been working towards the introduction of one or more Traffic Regulation Orders, the effect of which would be to give legal force to the current advisory Strategic Freight Route Map.

TRO preparations have progressed well beyond simply 'being investigated'. A dossier of evidence has been prepared, which demonstrates potential annual public health benefits running into millions of pounds, and road maintenance savings of at least £250K a year. Costs of signage and other implementation issues are being gathered and the Group will be discussing these further with the police, the County Council's Highways Department and the Highways Agency. Progress on this TRO for an 'except for loading' weight limit, protecting many more villages than Sutton, Earith, Aldreth and Wilburton, should be reflected in the proposed Strategy document.

Since the HCV Group's dossier was first prepared, a study by Kings College London for the London Mayor's office has shown that NO_x emissions result in public health costs similar to those recognised for particulates (*Understanding the Health Impacts of Air Pollution in London*, July 2015). The demonstrable benefits of implementing the 'diamond' TRO can therefore be expected to be increased and the dossier is being updated accordingly.

NO_x and particulates

Air quality is not an urban issue only. Measurements taken by the Joint Parishes HCV Group in compiling its dossier indicated NO_x levels in Haddenham similar to those in suburban Bedford. Snapshot measurements in villages in the 'diamond' showed particulate levels in Wilburton High Street approximately double the limit laid down in the UK Air Standards Regulations 2010. It is recognised by the WHO and the EU that there is no medically safe limit for particles smaller than 2.5 microns (PM2.5).

No measurement whatsoever of particulates is carried out in East Cambridgeshire, so there are no data to inform a view about air quality in these villages, other than those collected by the Joint Parishes HCV Group.

(In April 2015, ClientEarth won a Supreme Court ruling against the UK government which ordered ministers to come up with a plan to bring air pollution down within legal limits as soon as possible. Those plans were so poor that ClientEarth took the government back to the High Court in a Judicial Review which it won in November 2016. In 2014 the EU Commission launched legal proceedings against the UK Government for failing to carry out identified actions to reduce NO_x as obliged by the UK Air Standards Regulations 2010. The EU Commission won this case in November 2014. Following the ClientEarth case which demonstrated failure to comply with the 2014 ruling, the way is now open for the European Commission to take infringement action against UKG without waiting for any ruling by the European Court of Justice).

Noise

Noise measurements in villages in the 'diamond' have shown that HCV traffic noise exceeds the levels at which housing development would not have been permitted under the now withdrawn Government planning guidance PPG24. Proposals to reduce the noise pollution resulting from traffic through villages are not laid out in the Strategy, and should be.

Conclusion

It is well recognised that the public health costs of noise and pollution are very high indeed. The figures are available in summaries of evidence published by DEFRA. The cost of maintenance on roads carrying heavy volumes of HCV traffic for which they are not intended is also high. Both could be mitigated by the implementation of one or more TROs in the 'diamond' villages.

Cllr Lorna Dupré (Sutton)
December 2016

ECONOMY AND
ENVIRONMENT
COMMITTEE

Minutes - Action Log



This is the updated action log as at 31st January 2017 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

MINUTES OF THE 15 TH JULY 2015 COMMITTEE					
Minute No.	Report Title	Action to be taken by	Action	Comments	Status
140.	NORTHSTOWE PHASE 2 – SECTION 106 HEADS OF TERMS	Juliet Richardson	A delegation was agreed giving the Executive Director of Economy, Transport and the Environment in consultation with Chairman and Vice Chairman of the Committee the authority to make changes to the Section 106 agreement prior to signing.	Signed off on 9th January 2017	ACTION COMPLETE

MINUTES OF THE 19TH JANUARY 2016 COMMITTEE

Minute No.	Report Title	Action to be taken by	Action	Comments	status
186.	CHERRY HINTON HIGH STREET – APPROVAL TO CONSTRUCT – POLICY GUIDANCE TREE REPLACEMENT	Richard Lumley	Concern was expressed regarding proposals to plant trees near the highway and there was a request for details on the relevant Policy governing tree planting on / near highways.	<p>The policy went to Highways and Community Infrastructure Committee spokes on 10th January as part of the annual Highway Infrastructure Asset Management Plan (HIAMP) report, which includes a handful of other policies regarding highways. No amendments or comments were received from Spokes regarding the tree policy element.</p> <p>The HIAMP report is now due to go to Highways and Community Infrastructure Committee on 21 February for approval.</p>	ACTION ONGOING

MINUTES OF THE 24TH MAY 2016 COMMITTEE

Minute No.	Report Title	Action to be taken by	Action	Comments	status
224.	ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN	Bob Menzies / Rob Sanderson / Dawn Cave	<p>Request for seminars / additional training</p> <p>A) Neighbourhood Planning and Infrastructure Bill</p> <p>B) Total Transport</p>	<p>A) Neighbourhood Planning and Infrastructure Bill - a slot has been arranged on the Member seminar to be held on 7th April to be hoisted by Sass Pledger</p> <p>B) A slot for Total Transport has been</p>	ACTION COMPLETE

				added to the Member seminar to be held on 10 th March 2017 seminar which will also include transport issues for those with Special Educational Needs (SEN) raised at the December meeting.	ACTION COMPLETE
MINUTES OF THE 9th JUNE 2016 COMMITTEE					
<u>Minute No.</u>	<u>Report Title</u>	<u>Action to be taken by</u>	<u>Action</u>	<u>Comments</u>	<u>Status</u>
247	SERVICE COMMITTEE REVIEW OF THE DRAFT 2017-18 CAPITAL PROGRAMME - MEMBER REVIEW ANALYSING COMPLETED CYCLE SCHEMES	G Hughes / Bob Menzies	The issue raised was whether there was the need for Member Review in respect of analysing completed cycle schemes, including the use of floating bus stops and the crossings created for them.	The terms of reference and approval of the members of the Review Group were agreed at the December meeting and initial meetings have now taken place.	ACTION COMPLETE
249.	ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN	Bob Menzies /Rob Sanders -on	The need for a training session to explain to Members the legal complications and potential timescale issues that could arise on proposed developments that required the acquisition of additional land.	This training session is due to take place on 2 nd February at 2.00p.m. titled 'Major Capital Infrastructure – Highways and Transport'	ACTION COMPLETE

MINUTES OF 16TH DECEMBER 2016

<u>Minute No.</u>	<u>Report Title</u>	<u>Action to be taken by</u>	<u>Action</u>	<u>Comments</u>	<u>Status</u>
276.	INTEGRATED TRANSPORT BLOCK (ITB) FUNDING ALLOCATIONS	Elsa Evans	<p>A) Councillor Williams queried whether Item 74 in the Transport Investment Plan (TIP) 'Solar Light shared path Fulbourn and Cherry Hinton' was still in the programme (Action: lead officer to check and confirm position outside of the meeting)</p> <p>B) Regarding the Cambridge to Barton improvement, Councillor Nethsingha requested that she receive more detail, including the exact location and whether it was just a junction improvement or if it was part of a wider scheme along Barton Road. It was agreed this would be provided in a written reply following the meeting.</p>	<p>A) It was clarified in an e-mail to Councillor Williams on 16th January 2017 that Scheme 74 in the TIP is linked to Scheme 73, both on Fulbourn Road. Both schemes are still in the TIP. Scheme 73 is between Queen Edith Way/High Street and Yarrow Road i.e. from Cherry Hinton to the City boundary, and is funded by City Deal Cross City Cycle Improvement programme and S106. Scheme 74 is between Yarrow Road and Shelford Road i.e. from City boundary to Fulbourn. This scheme is not yet funded and is in the TIP for future consideration.</p> <p>B) A response was sent to Councillor Nethsingha on 16th January 2017 explaining that the scheme is part of the wider scheme A603 Barton to Grantchester Street/Driftway Cycle Improvement scheme, ID 128 in the Transport Investment Plan (TIP). The £200k Integrated Transport Block funding allocated over 2 years (2016/17 and 2017/18) is for the delivery of the improvement to the section between Barton High Street and the M11. The remaining sections east of the M11 and in Newnham are still in the TIP for future consideration for funding and delivery.</p>	<p>ACTION COMPLETE</p> <p>ACTION COMPLETE</p>

282.	ECONOMY AND ENVIRONMENT (E&E) COMMITTEE TRAINING PLAN UPDATE	Executive Director ETE	<p>A) The Vice Chairman raised the issue of the need for ETE to arrange a still outstanding Member seminar on the implications of the Neighbourhood Planning Bill 2016-17.</p> <p>B) Another Member suggested that it would be useful to have a session on Transport Issues for those with Special Educational Needs.</p>	<p>A) Neighbourhood Planning and Infrastructure Bill - a slot has now been arranged on the Member seminar to be held on 7th April.</p> <p>B) A slot for The Total Transport has been added to the Member seminar to be held on 10th March 2017 seminar which will also include transport issues for those with Special Educational Needs (SEN) raised at the December meeting.</p>	ACTION COMPLETE

ALTERNATIVE FUNDING ARRANGEMENTS FOR CAMBRIDGE PARK AND RIDE SERVICE

To: Economy and Environment Committee

Meeting Date: 9th February 2017

From: Executive Director, Economy, Transport and Environment

Electoral division(s): All

Forward Plan ref: Not applicable **Key decision:** 2017/005

Purpose: To consider alternative funding arrangements for the Cambridge Park and Ride service.

Recommendation: Committee is recommended to:

- a) Note the alternative options available for funding the park and ride service;
- b) Keep under review a range of opportunities for such alternative funding and in the meantime, continue to charge for parking at the Park and Ride sites; and
- c) continue to explore with the Greater Cambridge City Deal the option of allocating funding from the proposed Workplace Parking Levy in order to achieve the aim of free parking at the Park and Ride sites.

<i>Officer contact:</i>	
Name:	Paul Nelson
Post:	Interim Head of Passenger Transport Services
Email:	paul.nelson@cambridgeshire.gov.uk
Tel:	01223 715608

1. BACKGROUND

- 1.1 Cambridge is served by five park and ride sites at Trumpington, Madingley Road, Milton, Newmarket Road and Babraham Road. The cost of running the sites is funded through a combination of income from on-site car parking charges and departure charges paid by the bus and coach operators.
- 1.2 The ridership from the Park and Ride sites has fallen by around 14% since the introduction of the parking charges. In order to consider how best to move the service forward, Economy and Environment (E&E) Committee members provided a list of options to consider in June 2016. This list was added to by officers and then all County Council and City Deal Board Members were invited to add to the list. The final list is attached as appendix 1.

2. MAIN ISSUES

- 2.1 In broad terms all of the proposals will need to find alternative funding equivalent to the current Business Plan income requirement of £1,162,751. This figure will rise over time as inflation increases some of the core costs such as maintenance and staff salaries.
- 2.2 Listed below are the full set of points that officers have been asked to consider as part of this process. These are explored with analysis of the practicalities, benefits, dis-benefits and financial implications where applicable. Further work on these may be necessary depending on the views of Committee.
- 2.3 Any financial implications of the alternative proposals are explored under the individual sections in this report. However, any change to the current arrangement will remove an opportunity for the County Council to continue to receive close to £1.2m per annum, and also remove any opportunity to increase this revenue if required in future years by increasing the charge.
- 2.4 ***A joined up approach taking into account City Deal work on Work Place Parking, and Cambridge Joint Area Committee Parking Review;***
 - 2.4.1 Consideration of a joined up approach linking Greater Cambridge City Deal proposals and Park and Ride provision is already taking place. City Deal work on a Workplace Parking Levy (WPL) is in the early stages of development, but early indications are that this is a potential area for funding towards Park and Ride in the future. Initial analysis of consultation responses suggests that this would be a popular approach and it is estimated that WPL could generate between £7m and £11m per annum; only a proportion of this funding would therefore be required to offset the Park and Ride income target. However, this would mean that this portion of funding would be unavailable for other projects and the City Deal Executive Board would need to consider this in coming to a decision.
 - 2.4.2 The next step in delivering a WPL scheme is to begin a consultation with businesses and residents to shape the final area, the fee structure and the exemptions. This process is likely to take at least 3-4 years to complete and is therefore not a short term solution to finding alternative funding for Park and Ride.

2.4.3 It has also been suggested that the New Homes Bonus element of the City Deal funding could cover the cost of running the park and ride sites. However, there are already a number of calls on this funding and the impact of the recent changes to New Homes Bonus means that the City Deal is likely to have reduced New Homes Bonus in the future in the future and if this source were to be used, It would be necessary to ensure there is a sustainable form of funding until the WPL became available.

2.4.4 Linked to WPL is a review of on-street parking controls – including additional Residents' Parking Zones (RPZ). This will ensure that the Workplace Parking Levy does not displace parking to nearby streets to the detriment of local residents and businesses in these areas. The aim is to ensure that the limited on-street parking is maintained as required for residents, local businesses and neighbourhood shopping areas to ensure they continue to thrive. The Cambridge Joint Area Committee has reviewed the Residents' Parking policy in Cambridge and this will shortly be considered by the Highways and Community Infrastructure Committee. The parking review, however, offers little help in terms of funding for parking at Park and Ride sites. Any residents' parking fees must only cover the cost of providing the scheme.

2.5 ***The impact of using any money available in the on- street parking fund to subsidise Park & Ride costs and investment.***

2.5.1 The on-street parking fund currently stands at around £1.9m per annum, and is allocated through the Highways and Communities Infrastructure Committee. However, this is currently fully committed for 2016/17 in the following areas.

City Council Shop Mobility Scheme	50,000
Park and Ride	22,000
Cambridge Business Improvement District	12,000
Real Time equipment Maintenance	137,000
Highways Management Centre	160,000
Rising Bollards	58,000
Drummer Street maintenance	49,000
Concessionary Fares in Cambridge	287,000
Traffic surveys	20,000
Local Highway teams – South Cambs and City	1,132,000

2.5.2 The majority of these functions are carried out by the Council's Local Infrastructure and Street Management group, which includes the Integrated Highways Management Centre and Highways Maintenance teams. The two external functions are the City Council Shop Mobility Scheme and Cambridge BID.

2.5.3 If income is transferred from the on-street parking fund to Park and Ride, this will require removing it from another area to which it is currently committed, creating a pressure for these services. At present, there are no alternative means of funding the works that are paid for from the on street fund and so the likely consequence would be a cut in the works that it currently pays for.

2.6 *Bringing the Park & Ride bus service in-house and whether this would bring a larger income stream to the Council – looking to how this works in Oxford and other cities;*

2.6.1 Although there are some local authority run bus companies, most have ceased trading or been acquired by other bus groups since the introduction of the 1985 Transport Act. Oxford Bus Company, for example, was acquired by The Go-Ahead Group in 1994. More significantly, there have been no new local authority bus companies created in the same time period. In order to bring the Park and Ride service in-house, significant upfront investment would be required. It is calculated that 24 vehicles, including spares, would be required to operate the current ten minute level of service, and these vehicles cost around £190k each. This would require an investment of £4.5m, although it may be possible to lease the vehicles. Even with leasing, however, a number of upfront payments are normally required and the long term cost is likely to be more expensive than buying the vehicles upfront. In addition to the cost of vehicles there are other associated costs, the most significant being a depot, including maintenance facilities, for the vehicles. There will also be ongoing costs of staff, insurance, management, fuel, etc. Industry average figures suggest that a bus costs £160k per annum to operate, which for 24 vehicles is £3.84m per annum.

2.6.2 Current passenger figures show around 3,170,000 trips per annum on Park and Ride services. Around 25% of trips in the county are taken by concessionary pass holders. In terms of income generation these 25% of journeys would equate to £792,000. The remaining 75% of passengers pay on average £1.50 per trip, which equates to £3,566,000, giving a total projected income of £4,358,000 and an estimated net surplus of £518,000 over operating costs. This figure is not sufficient to offset the income from parking charges and is based on a “best case” scenario, and doesn’t, in particular, include the cost of acquiring and setting up a bus depot, the cost of the investment and makes no allowance for risk such as the impact of competition.

2.6.3 For example, the current Park and Ride agreement is an open access one which means that as long as certain timetable and vehicle standards are met, any operator can set up a Park and Ride service. The significance of this is that if there was an in-house bus service operation it is possible that a competing operator could continue to provide services in competition. This would increase the number of journeys available to the public, but would reduce the amount of business, and income, to each of the operators. There is a high risk that this approach would lead to high costs to the authority with insufficient income to meet the operating costs. This approach is therefore likely to further erode the additional income required to offset the parking charges. It is perhaps significant that although the option is available for any alternative operator to provide a Park and Ride service none have done so.

2.7 *Cuts elsewhere within the County Council services that may be needed if income from the park and ride sites was not available.*

2.7.1 This is not a proposal that can be fully explored in this paper. Other funding streams from within ETE, such as Residents’ Parking Zones and on-street parking, are covered but funding from elsewhere within the County Council would need to be examined through General Purposes Committee or Full Council. However, given the current position of the Council, it is almost certain that such funding would require cuts to other Council services.

2.8 *The potential to work with Cambridge City Council to identify alternative funding, such as off street parking income.*

2.8.1 Discussions have commenced with Cambridge City Council officers to discuss any opportunities of accessing the off street parking income. These discussions are ongoing and in particular, it may be beneficial for links to be established between the charges/fares at car parks and Park and Ride provision, accepting that increased use of Park and Ride may have an adverse effect on off street car parking revenue for the City Council. Any such decisions would clearly, any such decisions would be for Cambridge City Council to make.

2.9 *The potential in an earlier proposal from Stagecoach for them to operate the Park and Ride sites.*

2.9.1 Stagecoach are still prepared to operate the Park and Ride (P&R) sites, but initially they would be unable to take responsibility for all the current expenditure. They would staff the sites from 09:00 – 18:00, although this is a reduction on the existing hours of 07:00 – 18:30. Stagecoach are not able to take on responsibility for the current business rates liability or maintenance costs, and would like the departure charge waived. However, if patronage was to increase to the previous level, or preferably higher, then they would consider taking on more of the responsibilities.

2.9.2 Looking at the short term opportunity, the current cost of providing coordinators at the P&R sites is £350k, and the income from departure charges around £250k. In reality this would therefore only reduce the cost to the County Council by £100k, and this saving is therefore insufficient to offset the revenue loss if the parking charges were removed. Officers will continue to discuss future options with Stagecoach if patronage figures rise sufficiently.

2.10 *The potential for other charging mechanisms.*

2.10.1 If a decision is made to continue to charge for parking at Park and Ride sites there is an opportunity to revisit whether there are alternative methods of collecting the charge. Any changes to the charging mechanism will involve additional cost and if there is a longer term aim of removing the charge this cost may not be the most appropriate use of resources.

2.10.2 Alternative charging methods could include the introduction of separate machines for the payment of the parking charge and bus tickets, the removal of the option to buy bus journey tickets from machines with payment on bus only, the introduction of a pay at barrier scheme on departure. As an example, the cost of changing to a barrier system is estimated to be between £800k and £1m, and will not necessarily remove queues and delays. Most car parks have a steady stream of departures but the nature of a ten minute bus service is that these departures are condensed into a short period of time.

2.10.3 Work is already underway to improve the current payment systems. As well as ticket machines on site and the option to prepay online a new option of enabling payment through Ringo has recently been introduced. Members agreed earlier in the year to invest in upgrades to the ticket machines that will enable contactless payments to be made, and the machines will be upgraded to enable faster payments to be made. The broadband

infrastructure has also been improved so that the card payment speeds should be improved once the upgraded machine parts are in place, which is estimated to be before the end of March. In addition, it is intended to remove a page and button on the machines at the same time to try to simplify the process.

- 2.11 The above demonstrates that whilst there are options for funding of the park and ride sites, these are limited and all have an opportunity cost given the current financial constraints for the Council.
- 2.12 In addition to this, it should also be noted that with only about 55% occupancy of the sites at present, the income generating potential of the sites with the £1 charge is significant and certainly well over £2m which could help to offset other cuts to services that will be required as the Council's budgets reduce in the coming years.
- 2.13 It should also be noted that there is no certainty that if the charges are removed, the lost patronage will be recovered. The reduction happened as a one off and patronage has remained relatively stable since the charge came in. Therefore, it is quite possible that patronage has just settled at a new level and that amongst passengers, the charge itself is not now acting as a deterrent to travel. In this respect, Stagecoach have indicated to officers that it is the operation of the ticket machines rather than the charge that they are most concerned about.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

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

- The role of Park and Ride remains critical to the success of the City of Cambridge and its employers and businesses. Park and Ride continues to ensure that car traffic is intercepted at the city fringe and does not add to the existing congestion experienced in the City.
- Even with the dip in numbers the annual patronage figure for the 12 months to November 2016 is just under 3.2M passenger journeys.

3.2 Helping people live healthy and independent lives

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

- The Park and Ride system offers a convenient way of accessing employment, businesses and public services; hence allowing people to live independently. That role is illustrated by the fact that 25% of journeys made are undertaken by concessionary pass holders.

3.3 Supporting and protecting vulnerable people

There are no significant implications within this category.

4. SIGNIFICANT IMPLICATIONS

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

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

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Fiona McMillan
Are there any Equality and Diversity implications?	Yes Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Matthew Hall
Are there any Localism and Local Member involvement issues?	Yes Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Tess Campbell

Alternative funding for Cambridge Park and Ride

At the Economy and Environment Committee meeting on Thursday 6 June members agreed to ask officers to undertake work on alternative funding arrangements, to prepare a comprehensive list on the issues raised in the debate and to circulate the list for initial comments to the members of the Committee to ensure all options have been identified.

Please see the list below which includes proposals raised by Members at the meeting and additional proposals from officers.

To consider:

1. A joined up approach taking into account City Deal work on Work Place Parking, and Cambridge Joint Area Committee Parking Review;
2. the potential for achieving the ideal aim of free parking at Park & Ride to discourage people from driving in and the implications of this;
3. the impact of using any money available in the on- street parking fund to subsidise Park & Ride costs and investment;
4. whether bringing the Park & Ride bus service in-house would bring a larger income stream to the Council – looking to how this works in Oxford and other cities;
5. the full financial implications of any alternative proposals;
6. cuts elsewhere within the County Council services that may be needed if income from the park and ride sites was not available;
7. the potential to work with Cambridge City Council to identify alternative funding, such as off street parking income;
8. the potential in an earlier proposal from Stagecoach for them to operate the Park and Ride sites;
9. the potential for other charging mechanisms

EAST CAMBRIDGESHIRE LOCAL PLAN FURTHER DRAFT JANUARY 2017

To: Economy and Environment Committee

Meeting Date: 9th February 2017

From: Executive Director – Economy, Transport and Environment

Electoral division(s): Burwell, Ely North and East, Ely South and West, Haddenham, Littleport, Soham and Fordham, Sutton, Woodditton

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

Purpose: To consider the key issues arising from the East Cambridgeshire Local Plan Further Draft consultation and to approve the County Council's response.

Recommendation: The Committee is requested to:

- a) Consider and approve the County Council's draft response to the East Cambridgeshire Local Plan (Further Draft) as set out in Appendix 1;
- b) Delegate to the Executive Director: Economy, Transport and Environment, in consultation with the Chairman and Vice-Chairman of the Economy and Environment Committee, the authority to make any minor textual changes to the consultation response prior to final submission.
- c) Delegate to the Executive Director: Economy, Transport and Environment the authority to conduct any further negotiations relevant to subsequent stages in the preparation of the East Cambridgeshire Local Plan.

Officer contact:	
Name:	Colum Fitzsimons
Post:	Development and Policy Manager
Email:	colum.fitzsimons@cambridgeshire.gov.uk
Tel:	01223 728175

1. BACKGROUND

- 1.1 The current East Cambridgeshire Local Plan was adopted in April 2015, however, the District Council has commenced an early review of the Plan as a consequence of an appeal decision ruling that a five year supply of land for housing could not be demonstrated.
- 1.2 The new Local Plan will replace the adopted Local Plan and will include policies and proposals to 2036.

Preliminary Draft Local Plan

- 1.3 The Preliminary Draft Local Plan was published for public consultation for six weeks during February and March 2016. This set out the following:
 - A preliminary target for the total number of homes needed in East Cambridgeshire (12,800, between 2014 – 2036);
 - Options for how such growth could be spread across the district;
 - Sought suggestions for new land allocations (sometimes known as a 'call for sites');
 - Set out draft criteria based policies on a range of matters.
- 1.4 Whilst the Preliminary Draft set out the objectively assessed need for housing and presented a range of spatial strategy options for delivering this need, it did not include new land allocations beyond those already included in the adopted local plan.
- 1.5 The County Council made a response to a number of issues raised in the consultation, notably in relation to the broad distribution of growth, meeting local housing needs, maintaining and improving community facilities, the transport network and design excellence. The key emphasis of the response was to ensure that the pattern and scale of development across East Cambridgeshire is such that it supports the effective provision of infrastructure, including transport and community services and facilities. A summary of the Council's response is set out in Appendix 1.

2. KEY ISSUES

- 2.1 East Cambridgeshire District Council (ECDC) has approved the Further Draft Local Plan for public consultation during January and February 2017. The Further Draft contains the following:
 - The proposed number of homes needed in East Cambridgeshire (11,400, between 2014 – 2036) (Policy LP2);
 - A policy which confirms a broadly proportionate distribution of growth across the district, subject to deliverability and infrastructure capacity;

- A new set of village/town chapters, confirming the preferred site allocations together with any settlement specific policies, where required; and
- A full set of draft Policy Maps, which identify the specific allocations and other matters.

Response to Comments on Preliminary Draft

- 2.2 This section considers the response of ECDC to the comments submitted to the Preliminary Draft the extent these have been adequately addressed and whether there are significant implications for the County Council.
- 2.3 The County Council expressed a preference for a **distribution of growth** (Section 3.6) that concentrated growth in the main settlements where the proximity to existing infrastructure could be utilised and expanded and the scale of development on individual allocations could support on-site provision of infrastructure. In response to the consultation the District Council has decided on a strategy that distributes new development across all settlements on a broadly "pro-rata basis", based on a settlements' population. It is considered that this option would pose real challenges to managing the effective provision of infrastructure, particularly school places, to meet the additional demands of the new Plan.
- 2.4 The plan suggested a policy for the delivery of **dwelling with higher access standards** (Policy LP6) and consulted on an appropriate proportion of new housing that should meet adaptation standards for accessibility. The County Council proposed that this should be determined based on needs based evidence across the district to ensure that adequate provision of accessible and adaptable housing is available for the aging population. The scope of the policy should also be widened to include all forms of supported accommodation. The plan now proposes that all new homes should be adaptable to Category 2, however there is no obligation to provide Category 3 (wheelchair accessible and adaptable) on the basis of cost. It is considered that the amended Policy LP6 adequately addresses the issues raised.
- 2.5 Reference should be made in the Plan to the local transport policy framework to ensure that transport and spatial plans are properly aligned. It is also necessary that the cumulative impact of the plan in **East Cambridgeshire's transport network** (Policy LP17) are fully considered to enable a strategic overview on mitigation to be taken. The latest draft does not cross-reference with the Transport Strategy for East Cambridgeshire and the county-wide Local Transport Plan.
- 2.6 New community facilities should be designed flexibly to ensure they can be served and supported by a range of organisations and activities. Policy LP 19 has been expanded to provide support for the expansion and diversification of existing community facility but provides no similar guidance for new facilities.

County Council Response to the Further Draft Local Plan

- 2.7 This section summarises the key issues raised in the formal response of the County Council, which is at Appendix 2. The response is arranged around County Council service areas to ensure that the impacts of the Plan on these areas are raised and considered.

Minerals and Waste

- 2.8 Detailed comments have been provided on the site specific and policies and allocations where there are implications for the minerals and waste. These are generally informative comments ensuring that allocations take account of safeguarding areas for minerals extraction, waste management sites and wastewater treatment works identified in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012).
- 2.9 Officers will review the submission draft of the plan to ensure that these comments have been appropriately actioned.

Children Families and Adults

- 2.10 These comments have been prepared in the context of the Council's functions for supporting vulnerable groups, particularly the relationship between the local plan and the Older Peoples Accommodation Strategy and the Supporting New Communities Strategy. The response makes comments and seeks clarity in respect to the distribution of growth, the role of community development, specialist housing and the implementation of the best practice set out in the Supporting New Communities Strategy when considering infrastructure and facilities provision in new developments.

Libraries and Lifelong Learning

- 2.11 This response includes two specific requests to include the expansion and improvement of libraries facilities to take account of the increased demand for such services as a consequence of the level of growth proposed at Burwell and Littleport.

Education

- 2.12 The adopted local plan proposes large scale development in the larger settlements of Soham, Ely and Littleport, and to a lesser scale in Burwell, and this strategy has continued into the draft local plan with the adopted allocations being rolled forward. This pattern of growth is already reflected in the County Council's plans prepared for new and expanded primary schools and the outcome of the East Cambridgeshire Secondary School Review with a number of these review recommendations now at the implementation stage.

- 2.13 The draft Plan, however, proposes to distribute further growth across the District with a range of settlements taking a proportionate share of the new development. There will be major implications for the delivery of school places as a consequence of the new spatial strategy.
- 2.14 For example, the total number of dwellings on allocated sites in 'Medium' settlements has increased from 50 in the adopted Plan to 757 in the draft Plan. Despite this including the Community Land Trust allocation of 500 dwellings at Kennett, it nonetheless represents a significant increase in many smaller and more remote settlements. Almost 90% of these additional dwellings are located within settlements (Cheveley, Kennett, Little Thetford, Mepal, Swaffham Bulbeck, Wilburton) whose catchment primary school has no potential for further expansion should additional places be required. In the case of 'Large' settlements (considered more sustainable), 50% of the additional allocated dwellings are located in Fordham, Isleham, Stretham and Witchford whose respective catchment schools also lack potential for expansion.
- 2.15 The challenges arising from this include the need to find suitable mitigation to new growth and increasing demand for school places especially in rural settlements where primary schools are generally smaller, older in construction and located on restricted sites, which makes adaptation and expansion technically and economically difficult. Consequently there are some primary schools which are not capable of expanding to accommodate new growth in some settlements. The limited scope for expansion coupled with increasing pupil roles may in certain settlements result in the need to travel further to access school places.
- 2.16 All secondary schools have the potential for limited expansion and based on the scale of development proposed in the local plan expansion will be needed by a further 4 forms of entry (4FE) at each of Ely and Soham and 2FE at Witchford. A new secondary school opens in Littleport in September 2017 which will increase capacity by 4FE or 600 places. The local plan may require further expansion of provision by a minimum of an additional 2FE. Together this poses a real challenge for the timely delivery of secondary places during the plan period both in terms of financial resources and the availability of a suitable site should expansion on existing sites not be feasible. Consequently the response to local plan seeks clarity on the situation relating section 106/CIL funding for secondary school projects and the potential for an allocation in the plan for a secondary school site.
- 2.17 The response makes further comments in relation to the settlement policies and site allocations.

Transport

- 2.18 The County Council is largely supportive of the approach to transport in the Local Plan which is broadly consistent with the Local Transport Plan and Transport Strategy for East Cambridgeshire.

- 2.19 The key transport issue is to ensure that the policies and proposals contained in the Plan are supported with an appropriate assessment of the strategic transport impacts. This is particularly necessary to understand the wider cumulative impact of development on the road network and to be able to consider realistic options for sustainable mitigation.

Public Health

- 2.20 The local plan has been reviewed against the Joint Strategic Needs Assessment (JSNA) to ensure that the policies conform and are aligned to the County Council's and other stakeholder's objectives for delivering healthy communities across Cambridgeshire.
- 2.21 This review highlights a number of gaps in the plan that it is recommended are considered prior to the plan proceeding to the submission stage. The main areas of concern relate to the policy on health impact assessments, raising the importance of health and wellbeing as a consideration for new developments; particularly design, the provision of open space and creating well connected developments. Finally the response raises issues around access to health facilities and concerns around health inequalities

3. NEXT STEPS

- 3.1 The current programme for the preparation of the Local Plan is:
- Public participation on Local Plan Further Draft: January/February 2017
 - Publication of submission version of the Local Plan: Spring 2017
 - Submission of the Local Plan to the Secretary of State: Summer 2017
 - Independent examination hearing: Late 2017/early 2018
 - Inspector's report: Spring 2018
 - Adoption of Local Plan: Spring 2018
- 3.2 The final response will be submitted to East Cambridgeshire District Council before the end of the current consultation period (20th February). Following this, further discussions take place prior to the East Cambridgeshire publishing the submission version to ensure that the issues raised in this response have been considered and addressed before the public examination commences.
- 3.3 As a consequence of the timescales involved, the Committee is being asked to approve the draft response whilst delegating to the Executive Director the authority to conduct subsequent negotiations on behalf of the County Council.

4. ALIGNMENT WITH CORPORATE PRIORITIES

Developing the local economy for the benefit of all

- 4.1 The implementation of the Local Plan policies and proposals will bring many benefits to the local economy including new housing and supporting infrastructure, business opportunities and improved transport links.

Helping people live healthy and independent lives

- 4.2 The Local Plan will help support healthy and independent lives through well planned new communities and supporting physical and social infrastructure.

Supporting and protecting vulnerable people

- 4.3 The Local Plan seeks to support vulnerable people by providing access to a range of housing, community facilities, recreation and employment opportunities to meet the needs of the whole population.

5. SIGNIFICANT IMPLICATIONS

Resource Implications

- 5.1 The County Council has identified that further work is needed to consider the impacts of growth proposed in the local plan, particularly in respect to planning for education provision but also other service areas. This will have immediate implications in terms of staff time across the Council. In the longer term the level of growth in the plan and the impact of future services will have significant capital and revenue implications for a range of Council service.

Statutory, Risk and Legal Implications

- 5.2 There are no significant implications for statutory, risk and legal.

Equality and Diversity Implications

- 5.3 There are no significant implications for equality and diversity.

Engagement and Consultation Implications

- 5.4 The local plan regulations place specific requirements on the local planning authority in respect to engagement and consultation.

Localism and Local Member Involvement

- 5.5 Members and the local community have a further opportunity to be involved in the preparation of the Local Plan at the Pre-submission consultation stage.

Public Health Implications

- 5.6 The inclusion of public health considerations forms part of the Council's response and would benefit the proposals as they move forward.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Are there any Equality and Diversity implications?	No Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Mark Miller
Are there any Localism and Local Member involvement issues?	No Name of Officer: Paul Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
East Cambridgeshire Local Plan Further Draft January 2017	Room 305, Shire Hall, Cambridge

Appendix 1

East Cambridgeshire Local Plan Preliminary Draft: Consultation Responses

Broad distribution of growth (Education)	Paragraph 3.6	Comment
<p>Option 1 – This option would pose real challenges to managing the efficient provision of school places to meet the additional demands of the new Plan. The County Council carries very little spare capacity at its schools so even relatively small levels of growth in settlements may exceed capacity and require school expansions, potentially on constrained sites, that could result in inefficient patterns of school organisation.</p> <p>Option 2 – It will be necessary to carry out a thorough review of capacity and potential for expansion of existing infrastructure before this option can be considered further. In terms of secondary school provision, for example, Bottisham and Soham Village Colleges have reached or are forecast to reach 10FE and 9FE respectively which is at the upper end of the size range for these settlements with limited space for expansion.</p> <p>Option 3 – This is in effect the current strategy and the one planned for in our review of secondary school provision in East Cambridgeshire back in 2010. This would represent a continuation of the current approach and the Council's response which is a new school in Littleport with more limited expansions at Soham VC, Bottisham VC and Ely College. The district wide education strategy would need to adapt to consider the needs of the additional housing in the new plan, although a continuation of this existing approach has strengths.</p> <p>Option 4 – This would be a reasonable option in terms of planning additional secondary school provision. There are three secondary schools in the area following the opening of Littleport Academy in Sept 2017 and they would all be capable of expansion: Ely by 2FE, Witchford by 2FE and Littleport by 1FE (750 additional secondary places could be created in response if needed). A smaller number of concentrated larger allocations would generate the need for new primary schools and this is often easier to plan for than distributed and infill development that can place pressure on existing schools and their sites which often have limited expansion potential.</p>		
Broad distribution of growth (Transport)	Paragraph 3.6	Comment
<p>We welcome the opportunity to work with East Cambridgeshire District Council as their Local Plan develops. As the four broad distribution of growth options are investigated further the County Council would expect some further work regarding the transport impacts of the different options to be considered. It is likely that the different options will have different transport impacts and infrastructure requirements. Therefore the County Council would like to work with East Cambridgeshire District Council to investigate the transport impacts of the options and subsequent allocations in more detail and note that the transport evidence base will be required to support the submission of the Local Plan and the examination stage.</p>		
Meeting local housing needs	Policy LP6/ paragraph 4.3.6	Object
<p>The policy regarding Category 3 homes should be based on a needs analysis for the area not only on the potential impact to viability of sites. Therefore an evidence based requirement for Category 2 (accessible and adaptable) and 3 (wheelchair adaptable or accessible) homes should be undertaken and included within the local plan policy LP6. Furthermore, with an increasingly ageing population the development of accessible homes should be encouraged to ensure that all people regardless of their needs are able to remain independent within their own home.</p>		

<p>Suggest widening the section on residential care accommodation to all supported housing accommodation (as noted in 4.3.9). While residential care homes may be required there may also/instead be a need for other types of supported accommodation for older people and/or other vulnerable people so should not limit policy by only referencing residential care. Also to note, the Cambridgeshire Executive Partnership Board is sponsoring a strategy specifically looking at OP accommodation options which will be helpful in developing policy around housing for older people.</p>		
East Cambridgeshire's Transport Network	Paragraph 5.5	Comment
<p>Reference should be made in the Plan to the local transport policy framework to ensure that transport and spatial plans are properly aligned. This should include reference to the Cambridgeshire Local Transport Plan, the Long Term Transport Strategy and particularly the draft Transport Strategy for East Cambridgeshire.</p> <p>It is important that the transport infrastructure impacts and requirements from all developments are considered holistically rather than on an individual piecemeal basis. It is vital that this strategic overview is taken into account as an individual development may be able to mitigate its impacts but when a number of developments come forward it may be hard to mitigate impacts and a holistic solution may be required. This needs to be known before developments start coming forward. This is most important when a large number of smaller sites are proposed as in some of the proposed options.</p> <p>The County Council would also welcome involvement as the Infrastructure Investment Plan develops to ensure that the infrastructure needs arising from the Plan are addressed strategies and programmes can be delivered to support delivery.</p>		
Maintaining and Improving Community Facilities	Paragraph 5.6	Object
<p>There is no reference within the plan to the protection and provision of 'cultural' facilities. This will be critical to meeting the need of the growing population and are directly linked to mental and physical wellbeing and the general quality of life for residents.</p> <p>There is a tenuous link in Section 5.6 which refers to community halls and centres, however cultural provision in the District is wider than this and therefore this section and Policy LP19 could be expanded to include requirements for retention and provision of cultural, arts and museum facilities.</p> <p>These are a pre-requisite and are key components to a establishing and maintaining thriving communities described in the Vision for East Cambridgeshire.</p>		
Maintaining and Improving Community Facilities	Policy LP19	Object
<p>Expand the policy so it sets some standards for what is expected from community facilities. For example, all new community facilities should be flexible so they can be used for and by a variety of organisations and activities to help to ensure that all communities are well served and supported.</p>		
Achieving Design Excellence	Policy LP22	Comment
<p>Specific mention of ensure that streets are designed to encourage movement and are accessible for older people and others who may have difficulty navigating ill designed pavements/public realm (wide enough pavements for wheelchair users and parents with buggies etc.). Also encourage the use of street furniture such as benches so those who may find walking or standing for long periods of time difficult have the opportunity to rest. Also consider designing places that are dementia friendly.</p>		

Appendix 2

EAST CAMBRIDGESHIRE LOCAL PLAN (FURTHER DRAFT) CONSULTATION JANUARY 2017

RESPONSE BY CAMBRIDGESHIRE COUNTY COUNCIL

1. INTRODUCTION

- 1.1 The following comments have been made on behalf of Cambridgeshire County Council, following endorsement by the Economy and Environment Committee on 9th February 2017.
- 1.2 The County Council supports the overarching vision and objectives and welcomes the requirement for new infrastructure proposed in the Local Plan. This response comprises comments on the policies and proposals in the draft local plan that are relevant to a range of County Council service areas. The County Council will continue to work closely with the District Council during subsequent stage of the Plan to ensure that potential impacts of new development are properly assessed and evaluated and infrastructure planning appropriately addresses these impacts.
- 1.3 Please find below the key issues regarding the Plan.
- 1.4 Note that all comments below have been submitted electronically to the East Cambridgeshire District Council Website and some wording may have changed in order to adapt it to the consultation portal format.

2. MINERALS AND WASTE

BOT.E1 and BOT.LGS1

- 2.1 These sites lie entirely within the Safeguarding Area for the Bottisham Waste Water Treatment Works (Policy W7D) designated by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012). The overarching policy for this designation is Policy CS31 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). This policy places a presumption against allowing development which would be occupied by people; and where new development is proposed an odour assessment report should accompany any planning application. Permission should only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of the existing waste water treatment works. It is suggested that consideration should be given to these policies prior to allocation / development, but in this instance it is also noted that there is residential development already existing between the proposed allocation sites and the Bottisham Waste Water Treatment Works. Nonetheless, it would be advisable to consult Anglian Water to confirm that an

intensification of development in this area would not pose a problem. (It is noted that BOT.H2 already has outline consent).

Policy Ely 3 (ELY.M1 and ELY.E1) and Policy Ely 2

- 2.2 The eastern part of this allocation falls almost entirely within a Waste Water Treatment Work (WWTW) Safeguarding Area for an allocation for a new Ely WWTW, which is made through the adopted Cambridgeshire and Peterborough Mineral and Waste Core Strategy (2011) and associated Site Specific Proposals Plan (2012).
- 2.3 Policy CS17 of the above Core Strategy makes provision for an Area of Search to be identified for a new WWTW which may be located to the north of Ely. This Area is identified through Policy SSP W6A of the Site Specific Proposals Plan, and this allocation is safeguarded through a WWTW Safeguarding Area (designated through Policies CS31 and SSP W7N). Policy CS31 places a presumption against allowing development which would be occupied by people, including residential uses within this Area.
- 2.4 However, the development/master planning of the allocated land is well advanced, and there is no WWTW in place. This means it is likely that if a new WWTW is required in the future it will be located north of the railway line. It is important that the long term capacity to deliver a new Ely WWTW within the WWTW Area of Search should be retained and this capacity should be safeguarded should further proposals come through the East Cambridgeshire Local Plan processes for Ely north.

Policy Ely 3 (ELY.M5)

- 2.5 This site lies partly within the Safeguarding Area for the Ely (New) Waste Water Treatment Works (WWTW) (Policy W7O) designated by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012). The overarching policy for this designation is Policy CS31 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). This policy places a presumption against allowing development which would be occupied by people (residential, industrial, commercial, sport and recreation); and permission should only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of the existing waste water treatment works.
- 2.6 However, it is noted that emerging Policy Ely3 requires development to be in accordance with the principles established by consent 13/00122/ESF. Any development in this allocation area must be compatible with the WWTW, so that their ongoing operation will not be prejudiced in the future.

Policy Ely 3 (ELY.E2) and Policy LP8

- 2.7 This site lies partly within the Waste Consultation Area for the Witchford Household Recycling Centre (Policy W8BG) designated by the adopted Cambridgeshire and Peterborough Site Specific Proposals Plan (2012). The overarching policy for this designation is Policy CS30 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011).
- 2.8 This policy seeks to safeguard waste management facilities which make a significant contribution to managing Cambridgeshire's waste; and the policy states that development will only be permitted where it is demonstrated that this will not prejudice existing or future planned waste management operations. Typically industrial uses (B2, B8) are unlikely to prejudice waste management operations, but B1 may be sensitive. Emerging Policy LP8 (or accompanying supporting text) should make this situation clear in order to ensure development is compatible and can be delivered.

Policy Fordham 3 (FRD.H1 and FRD.M2)

- 2.9 This site lies within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. However, in this instance the proposed site is adjacent to existing development and in close proximity to the highway, and thus the mineral is unlikely to be worked as an economic mineral resource. No objections are therefore raised in this context to the proposed allocation.
- 2.10 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use, i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction.

Policy Fordham 3 (FRD.E1) and Policy Fordham 6

- 2.11 Only a small part of this larger site which is not developed lies within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. However, in this instance there is very little mineral within the site, and it is in proximity to existing development. Thus

the mineral is unlikely to be worked as an economic mineral resource; and no objections are raised in this context to this site being allocated.

- 2.12 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction.
- 2.13 This site also lies partly in the Transport Safeguarding Area for the European Metal Recycling Railhead, Snailwell, designated by Policy T2D of the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012) (which is not shown as required on the Proposals Map). The overarching policy is Policy CS23 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). This policy places a presumption against any development in the Transport Safeguarding Area which could prejudice the existing or potential use of the protected railhead for the transport of minerals and / or waste.
- 2.14 This site also lies largely within the Waste Consultation Area for the European Metal Recycling site at Fordham Road, Snailwell (Policy W8T) designated by the adopted Cambridgeshire and Peterborough Site Specific Proposals Plan (2012) (the boundary of which is incorrect on East Cambridgeshire Local Plan Proposals Map). The overarching policy for this designation is Policy CS30 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). This policy seeks to safeguard waste management facilities which make a significant contribution to managing Cambridgeshire's waste; and the policy states that development will only be permitted where it is demonstrated that this will not prejudice existing or future planned waste management operations.
- 2.15 Typically industrial uses (B2, B8) are unlikely to prejudice waste management operations or a railhead. Emerging Policy Fordham 6 should reflect the points outlined above in the interests of ensuring deliverability; and this Policy should require the policy designations of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) to be taken into account in the proposed Concept Plan and subsequent development proposals.

Policy Kennett 3 (KEN.M1) and Policy Kennett 4

- 2.16 This site lies partly within the Waste Consultation Area for the allocation at The Carrops, Red Lodge, and the existing Kennett Landfill site which is designated by Policy W8BB of the adopted Cambridgeshire and Peterborough Site Specific Proposals Plan (2012). The Carrops, Red Lodge site is an existing waste transfer

station and is allocated for additional waste management uses which may include materials recovery facility; in vessel composting; inert waste recycling and new waste technologies. The Kennett Landfill site is an active landfill site. The overarching policy for this designation is Policy CS30 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). This policy seeks to safeguard waste management facilities which make a significant contribution to managing Cambridgeshire's waste; and the policy states that development will only be permitted where it is demonstrated that this will not prejudice existing or future planned waste management operations. In addition the site falls in a Mineral Consultation Area for Kennett (Policy M9J) designated under the adopted Site Specific Plan (2012). The overarching policy in the adopted Core Strategy is CS27 which states that development will only be permitted in this area when it has been demonstrated that it will not prejudice the, in this case, existing mineral extraction.

- 2.17 The recognition of the designations made by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012) in Policy Kennett 4, and the requirement to consult the County Council as Mineral and Waste Planning Authority is supported.

Policy Littleport 3 (LIT.E1)

- 2.18 This site lies partly within the Waste Consultation Area for the waste management site Murfitts, Wisbech Road, Littleport (Policy W8AN), designated by the adopted Cambridgeshire and Peterborough Site Specific Proposals Plan (2012). The overarching policy for this designation is Policy CS30 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011).
- 2.19 This policy seeks to safeguard waste management facilities which make a significant contribution to managing Cambridgeshire's waste; and the policy states that development will only be permitted where it is demonstrated that this will not prejudice existing or future planned waste management operations. However, in this instance the facility which was present when the designation was made has since ceased. Nonetheless the principle of the use of this site for waste management purposes is established, and therefore any development proposed should be compatible. This situation should be made clear in emerging Policy Littleport 3 or its supporting text.

Policy Littleport 3 (LIT.M3) and Policy Littleport 6

- 2.20 A very small part of the site lies within the Waste Consultation Area for Cleanaway Depot, Ely Road, Littleport (Policy W8R), designated by the adopted Cambridgeshire and Peterborough Site Specific Proposals Plan (2012). The overarching policy for this designation is Policy CS30 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011).

- 2.21 This policy seeks to safeguard waste management facilities which make a significant contribution to managing Cambridgeshire's waste; and the policy states that development will only be permitted where it is demonstrated that this will not prejudice existing or future planned waste management operations. Given that the majority of the site falls outside the Waste Consultation Area it is unlikely the development would prejudice the Depot, However, its proximity will still need to be taken into account and this situation should be made clear in emerging Policy Littleport 6 or its supporting text.

Policy Soham 3 (SOH.H1)

- 2.22 A small part of this site lies within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. However, in this instance the proposed site is in close proximity to existing development and it is unlikely to be an economic resource given its size; therefore no objections are raised in this context to this site being allocated.
- 2.23 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction.

Policy Soham 3 (SOH.H5) and Policy Soham 5

- 2.24 This site lies entirely within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. In this instance the proposed site is in close proximity to existing development and the highway, and it is therefore unlikely to be worked as an economic resource and therefore no objections are raised in this context to this site being allocated.
- 2.25 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction. The requirement for this to be taken into account should be

reflected in emerging Policy Soham 5; and in the required masterplan (ideally also taking account of SOH.H6).

Policy Soham 3 (SOH.H6) and Policy Soham 6

- 2.26 This site lies entirely within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. In this instance the proposed site is in close proximity to existing development and the highway, and it is therefore unlikely to be worked as an economic resource and therefore no objections are raised in this context to this site being allocated.
- 2.27 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction. The requirement for this to be taken into account should be reflected in emerging Policy Soham 6; and in the required master plan (ideally also taking account of SOHH5).

Policy Soham 3 (SOH.H7)

- 2.28 The majority of this site lies within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. In this instance the proposed site is in close proximity to existing development and the highway, and it is therefore unlikely to be worked as an economic resource and therefore no objections are raised in this context to this site being allocated.
- 2.29 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction.

Policy Soham 3 (SOH.H8)

- 2.30 A small part of this site lies within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. However, in this instance the proposed site is in close proximity to existing development. It is unlikely to be an economic resource therefore no objections are raised in this context to this site being allocated.
- 2.31 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction.

Policy Soham 3 (SOH.H9) and Policy Soham 7

- 2.32 The majority of this site lies within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. In this instance the proposed site is in close proximity to existing development and the highway, and it is therefore unlikely to be worked as an economic resource and therefore no objections are raised in this context to this site being allocated.
- 2.33 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction. The requirement for this to be taken into account should be reflected in emerging Policy Soham 7, and in the required master planning.

Policy Soham 3 (SOH.H10)

- 2.34 This site lies entirely within the Safeguarding Area for the Soham Waste Water Treatment Works (Policy W7AK) designated by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012). The overarching policy for this designation is Policy CS31 of the adopted Cambridgeshire

and Peterborough Minerals and Waste Core Strategy (2011). This policy places a presumption against allowing development which would be occupied by people; and where new development is proposed an odour assessment report should accompany any planning application.

- 2.35 Permission should only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of the existing waste water treatment works. Given the proximity to the Works consideration must be given to this policy and the Council must satisfy itself that this allocation is deliverable, i.e. that it will not prejudice the ongoing operations of the WWTW. Advice on this allocation and its potential impact on the WWTW must be secured from Anglian Water and in this context the requirement for an odour mitigation scheme in emerging Policy Soham 3 is supported.

Policy Soham 3 (SOH.H11) and Policy Soham 8

- 2.36 This site lies partly within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. However, in this instance the proposed site is in close proximity to existing development. It is unlikely to be worked as an economic resource therefore no objections are raised in this context to this site being allocated.
- 2.37 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction. The requirement for this resource to be taken into account should be reflected in emerging Policy Soham 8, and in the required master planning.

Policy Soham 3 (SOH.H14)

- 2.38 This site lies partly within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. In this instance the proposed site is in close proximity to existing development. It is unlikely to be worked as an economic resource therefore no objections are raised in this context to this site being allocated.

- 2.39 However, in the event that mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction.

Policy Soham 3 (SOH.E2) and Policy Soham 11

- 2.40 This site lies entirely within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. In this instance the proposed site is in close proximity to the highway and existing farm development which limits the scope for the site itself to be an area of economic resource. However, the site is located in a wider area of mineral resource, and mineral has been extracted to the north of this site.
- 2.41 Therefore in the event that the site is allocated and mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction. The requirement for this to be taken into account should be reflected in emerging Policy Soham 11, and in the required master planning.

Policy Soham 3 (SOH.M1) and Policy Soham 10

- 2.42 This site lies almost entirely within the Mineral Safeguarding Area for Sand and Gravel, designated by the adopted Cambridgeshire and Peterborough Core Strategy and shown on Proposals Map C (2011). The overarching policy is CS26 Mineral Safeguarding Areas which sets out criteria which must be met in order for development to be permitted. In this instance the proposed site is in close proximity to the highway and existing farm development which limits the scope for the site itself to be an area of economic resource. However, the site is located within the Soham Bypass and is bounded by residential development on several sides. It is unlikely that the resource would come forward for mineral extraction.
- 2.43 However, if the allocation proceeds and mineral is extracted during the course of the proposed development the County Council would expect to see the mineral put to a sustainable use i.e. either used in the development itself or potentially taken off site to

be processed and used for aggregate purposes. Ensuring the sustainable use of mineral extracted during the course of a development is consistent with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction. The requirement for the mineral resource is to be taken into account must be reflected in emerging Policy Soham 10, and in the required master planning.

Policy Soham 3 (SOH.M2)

- 2.44 This site lies almost entirely within the Safeguarding Area for the Soham Waste Water Treatment Works (Policy W7AK) designated by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012). The overarching policy for this designation is Policy CS31 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011). This policy places a presumption against allowing development which would be occupied by people; and where new development is proposed an odour assessment report should accompany any planning application. Permission should only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of the existing waste water treatment works. Given the proximity to the Works consideration must be given to this policy and the Council must satisfy itself that this allocation is deliverable i.e. that it will not prejudice the ongoing operations of the WWTW. Advice on this allocation and its potential impact on the WWTW must be secured from Anglian Water; and the requirement through Policy Soham 3 to ensure potential detrimental impact of odour is supported.

Policy Stretham 3 (STR.H1)

- 2.45 A significant portion (the southern half) of this site lies within the Safeguarding Area Stretham Waste Water Treatment Works (Policy W7AP) designated by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012). However, it is noted that the southern part of the site already has planning permission and is under construction; and the northern part of the site lies outside the WWTW Safeguarding Area. No objection to this allocation.

3. CHILDREN FAMILIES AND ADULTS

- 3.1 These comments have been provided by the CFA New Communities Team within the County Council whose overall priorities are to:
- Consider Older Peoples accommodation (CC Older Peoples Accommodation Strategy 2016)
 - Ensure that a new community, defined as a development greater than 500 homes, is supported to form into a resilient healthy community with a focus placed

on wellbeing (CCC Supporting New Communities Strategy 2015 & JSNA New Housing Developments And The Built Environment 2016)

- 3.2 These priorities closely relate to the local plan objectives set out in section 2.1 and particularly Objective 5 “Healthy communities” (see separate comments from Public Health) & Objective 6 “Inclusive communities”.

Detailed Feedback / Comment

- 3.3 Page 9, Objective 6 - The title “inclusive communities” is misleading. The Council would prefer to use a term more in line with “strong communities” or “resilient communities”. We are comfortable with the wording which encapsulates CCC priorities in this area, however, this objective is not clearly picked up in any of the following Local Plan policies.

Section 3 – A Growing East Cambridgeshire

- 3.4 Page 14, Paragraph 3.6 – The County Council understands the reason for the decision adopt a proportionate distribution of growth across the district. However, in terms of service provision and support to new communities there is a benefit to concentrating development where infrastructure can be more efficiently provided and sustained. An example would be the provision of older people’s residential care, where there tends to be a desire from the private sector providers to only support projects in more urban areas. It may be helpful to reflect in this paragraph that whilst the approach has been taken, consideration would be given to this aspect.

Section 4 – Delivering Homes & Jobs

- 3.5 Page 19 para 4.2 – The title for this section is confusing. For the majority of readers the term community development means supporting a community to form and flourish and community-led developments about developing self-supporting communities that place less demand on the public purse. Under this section the expectation would be to read about how objective 6 would be developed. If this section is only to reference CLT schemes the title should be changed and a new section added to talk about true community development, either here or perhaps more appropriately in section 6
- 3.6 Page 22 Policy LP6 – Should make reference to Key worker housing. Clearer wording required on general & specialist older peoples housing (Extra care and Care homes) to pick up the discussion point in 4.3.10 & 4.3.11 (reference to be made to CCC Older Peoples Accommodation Strategy 2016)
- 3.7 Para 4.3.10 acknowledges that older people (and others needing care) are wanting more flexible forms of living and support to maintain their independence and control over their lives. However, subsequent wording in this and subsequent paragraphs then focusses solely on residential care, retirement villages and extra care accommodation.

Whilst there will be a need for this provision, there will only be a minority of people who will require the specific accommodation as described. The vast majority of older people will never go into residential care or any other type of specialist accommodation, the majority of people want and intend to continue to live in their own homes.

- 3.8 Whilst it is acknowledged that the local plan cannot prescribe technical standards such as lifetime homes, the County Council welcomes and supports the measures in Policy LP6 to promote adaptable homes.

Section 5 - Local Transport & Infrastructure

- 3.9 Page 34 Policy LP16 – Developer contributions: CCC require new communities (developments over 500 homes) to contribute to supporting the community and providing services. This is captured in the CCC Supporting New Communities Strategy 2016 which was supported by the Chief Planning Officers Group. Best practice has now been set with Northstowe phase 2 and is anticipated to be replicated in Camborne West, the expectation is that this approach will be applied to all large sites. Would ask that the wording be change to reflect this thinking.
- 3.10 Page 37 para 5.6 – Wording to be revised to reflect the role of community facilities for connecting and supporting new and existing communities. This should reflect informal meeting spaces, “bumping grounds” and access points to easily access services and support. CCC would be happy to developed this wording more with ECDC to link better in with the emerging multiagency Community Hub Strategy (Contact Anita Howard 01223 715588)
- 3.11 Page 37 Policy LP19 – Community facilities must be multi-use and be designed to be flexible to provide services as well as enable community-led groups and activities to run. Failure to do so may create facilities that are not used and have a negative effect on the community as it develops. Priority for flexibility, multiuse and sustainability (in terms of governance) should be a priority for considering support.

Section 6 – A fantastic place to Live

- 3.12 Picking up on Objective 6 (page 9) there is no reference in this section to building Sustainable communities as set out in the Supporting New Communities Strategy and the JSNA referenced above. CCC would be happy to support ECDC in writing an additional policy on developing communities that are strong, resilient and healthy (Contact Anita Howard 01223 715588). **Failure to address this omission may result in an objection.**

4. LIBRARIES AND LIFELONG LEARNING

Paragraph 7.8.1 (Burwell)

- 4.1 The list of services in this paragraph should be expanded to include the library to reflect the importance of this facility to the village and the wider community.

Policy Burwell 2

- 4.2 The level of housing growth proposed for Burwell in the Local Plan will increase the population by over 1,000 (circa 15%). This will generate significant new demand on existing library facility in the village. Whilst the library is located within the grounds of the Village College there is space available for a modest expansion of around 90m² that would be sufficient to provide capacity for the anticipated increase in population
- 4.3 The County Council requires an amendment to Policy Burwell2 to include the expansion and improvement of library services within the list of priority infrastructure and community facilities.

Paragraph 7.22 (Littleport) and Policy Littleport 2

- 4.4 The scale of housing growth proposed for Littleport in the Local Plan is significant and will result in a major increase in the population which will place demands on existing community facilities and in particular library services which will need to expand in response to this increased demand. The current library is at capacity and there is no potential for expansion within the existing constrained site. In order to meet demand the library services the County Council will require a new site close to the town centre.
- 4.5 The County Council requires an amendment to Policy Littleport2 to include the expansion and improvement of library services within the list of priority infrastructure and community facilities.

5. EDUCATION

Strategy and Distribution of Growth

- 5.1 The current adopted local plan set out proposals for large scale development in the market towns of Soham, Ely and Littleport and to a lesser scale in the larger villages such as Burwell. This has continued into the draft local plan to some extent as the adopted allocations have been rolled forward. This pattern of growth is already reflected in the County Council's plans prepared for new and expanded primary schools and the outcome of the East Cambridgeshire Secondary School Review. A number of these review recommendations are now proceeding to implementation.
- 5.2 The draft Plan, however, proposes to distribute growth across the District with a range of settlements taking a proportionate share of the new development. There will be

major implications for the delivery of school places as a consequence of the new spatial strategy. The challenges arising from this are the need to find suitable mitigation to new growth and increasing demand for school places especially in rural settlements where primary schools are generally smaller, older in construction and located on restricted sites, which makes adaptation and expansion technically and economically difficult. The table below lists the primary schools in East Cambridgeshire that currently have no potential for expansion and therefore would not be able to mitigate the effect of new development. The limited scope for expansion coupled with increasing pupil roles may in certain settlements result in the need to travel further to access school places.

Primary Schools without Expansion Potential

- | | |
|-------------------|---|
| • Cheveley | • Mepal and Witcham |
| • Ely St John's | • Spring Meadow Infants and Ely St Mary's |
| • Fen Ditton | • Stretham |
| • Fordham | • Swaffham Bulbeck |
| • Great Wilbraham | • Swaffham Prior |
| • Isleham | • Teversham |
| • Isle of Ely | • Rackham (Witchford) |
| • Kennett | • Weatheralls – Soham |
| • Kettlefields | • Wilburton |
| • Little Thetford | |

- 5.3 All secondary schools have the potential for limited expansion. A new secondary school opens in Littleport in September 2017 which will increase capacity by 4FE or 600 places rising to 5FE or 750 places when required.
- 5.4 Solutions in and around the Newmarket area, where there are a lot of villages served by small primary schools on restricted sites, may be found by working with Forest Heath District Council and Suffolk County Council on a joint cross border education plan to find appropriate options to respond to proposed growth in a number of villages where existing primary schools are on limited sites. A joint working group recently held its first meeting and a further meeting will be held at the end of January 2017 to review some initial place planning research.
- 5.5 The ability to deliver appropriate mitigation in some cases may depend on the extent to which CCC & ECDC, its members and community regard as sustainable:
- Pupils attending schools outside their own village;

- Use of section 106/CIL payments to expand schools in neighbouring villages and towns rather than in the community taking development
- Opposition from parents and stakeholders regarding loss of community cohesion etc. There is an expectation among parents, particularly at primary age, that their children will attend the local village school.

- 5.6 **Schools sites and buildings** - avoid special planning designations such as green space, amenity land, buildings of special interest, identifying ongoing use for community etc. – these combine to sterilise the asset and being unable to realise the value from them. This in turn restricts the ability of the Council to invest in the delivery of alternative solutions which in terms of green space and community facilities will be re-provided in any case.
- 5.7 **The operation of CIL** and the inclusion of education projects on the CIL 123 list continues to be a significant issue. There are an increased number of developments in the mid-sized range which neither trigger section 106 contributions nor enable on-site infrastructure. These developments are therefore dependent on limited and oversubscribed CIL funding which is not capable of delivering the scale of contributions necessary to mitigate the impact of developments. The combined impact of these developments is significant and require mitigation but the opportunity to obtain developer funding is diminished. At present, the Littleport Secondary School is the only education project that is receiving an allocation of CIL funding.

Individual City Town and Village Proposals

Bottisham

- 5.8 The scale of development proposed in Policy Bottisham 3 can be mitigated.

Burrough Green

- 5.9 There is spare capacity to allow for a small increase in catchment numbers arising from Policy Burrough 3.

Burwell

- 5.10 Previous plans have provided for this level of development in Burwell. The primary school has been expanded by 1FE and has capacity and Bottisham VC is currently being expanded by 3FE as a part of a joint project between CCC and EFA.

Cheveley

- 5.11 The primary school operates at capacity and cannot be expanded. Mitigation of even low levels of development would require some pupils to be educated at schools in neighbouring Newmarket or surrounding villages.

Ely

- 5.12 The new Local Plan is a continuation of earlier plans for the Town. Mitigation already identified in the form of two new primary schools (The Isle of Ely Primary School has already opened) and the opening of a new secondary school in Littleport from September 2017.

Fordham

- 5.13 Policy Fordham 3 makes provision for over 200 houses. The school has recently been expanded for an in-catchment need but at the time account was also taken of the potential for future housing development and therefore the level of development proposed can be mitigated. There is no further expansion potential on the site of Fordham Primary School following its enlargement to 2FE. The expansion of secondary education may be required at Soham VC given the cumulative impacts of development throughout its catchment area.
- 5.14 There is currently a significant deficit in the required number of early years places available in Fordham and this situation will be exacerbated with new development in the village. The local plan should seek to ensure that any new or improved community facilities linked to these developments are also be suitable for use by early years.

Haddenham

- 5.15 The levels of development proposed in Policy Haddenham 3 (80 dwellings) can be mitigated at the local primary school which has potential for expansion. There is an emerging pressure on places at the local secondary school but again that can be mitigated as the site has the potential for expansion.

Isleham

- 5.16 The primary school is at capacity and cannot be expanded on its current site. The level of development proposed will necessitate a discussion with the local planning authority and the developer of the largest allocation site on options for mitigating the impacts. The expansion of secondary education may be required at Soham VC given the cumulative impacts of development throughout its catchment area.
- 5.17 It may not be possible to meet the shortfall in capacity for early years within the existing setting at the primary school. There is an opportunity through Policy Isleham 2 to ensure that any new or improved community facilities can be made suitable for use by early years providers.

Kennett

- 5.18 Policy Kennett 4 requires the provision of a new 1 FE primary school in association with the proposed development. Pre-application discussions progressing well with the

applicant in respect of this proposal and arrangements for delivering the school. The expansion of secondary education may be required at Soham VC given the cumulative impacts of development throughout its catchment area.

Little Downham

- 5.19 Some pressure on places as a consequence of low levels of proposed development. It may be necessary to mitigate this impact with small scale expansion of the primary school.

Littleport

- 5.20 Planned growth in the adopted local plan was reflected in the proposals for the education campus now under construction. A new primary school can be provided on this site when required and the secondary school can be expanded by a form of entry from 4FE to 5FE. However, additional allocations in the draft plan mean that further school provision will be needed and the statement in Policy Littleport 6 regarding the need for a further primary school on the site south of Grange Lane is welcomed. Work will need to be undertaken to establish whether a further expansion of the Littleport Secondary School is possible to take it beyond 5FE. If this is not possible, alternative means of mitigation may be necessary.
- 5.21 A strategic plan is needed resolve the shortage in early years places in Littleport which will be exacerbated as a result of additional proposed development.

Mepal and Witcham

- 5.22 There is limited spare capacity at the school and no potential to expand. Levels of development proposed are low and mitigation may be possible on a small scale.

Newmarket fringe developments

- 5.23 Place planning issues across the County Boundary will be considered as part of the joint work referred to earlier.

Soham

- 5.24 Existing levels of growth were provided for by the Shade Primary School which can be expanded by a further form of entry (210 places). At the higher levels of development further primary school provision will be required and the reference in Policy Soham 7 to the need for a primary school site in development site SOH.H9 is therefore welcome.
- 5.25 The level of development proposed will require the expansion of Soham VC to provide suitable mitigation.

Stretham

- 5.26 Plans are already in place to expand the primary school in response to this development which has as the Local Plan states already started on site.

Sutton

- 5.27 There will be a need to expand the primary school by 0.5FE or 105 places in response to the proposed level of development. There is also an emerging pressure on places at Witchford Village College and appropriate mitigation needs to be considered. The College can be expanded on its present site.

Swaffham Bulbeck & Swaffham Prior

- 5.28 The primary school cannot be expanded but there is some spare capacity based on projections of future in-catchment numbers. Bottisham VC the catchment secondary school is being expanded in response to previous plans for growth.

Wicken

- 5.29 The proposed level of development is small and the numbers arising need to be factored into the planning of primary and secondary school places in nearby Soham

Wilburton

- 5.30 The primary school is operating close to capacity on a constrained site preventing further expansion. Although only small scale development is proposed it may be necessary to seek mitigation at a neighbouring village school.

Witchford

- 5.31 There is some spare capacity looking at in-catchment numbers. However, the cumulative impact of these developments are likely to require an expansion of the existing primary school. However, this may be difficult on the present site and a discussion of possible options with the local planning authority and developers may be required.
- 5.32 There is also an emerging pressure on the catchment area secondary school, Witchford Village College. It can be expanded on its current site so the development proposed can be mitigated.

6. PUBLIC HEALTH

- 6.1 The proposed Local Plan policies and supporting text have been reviewed against to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA)¹.
- 6.2 The JSNA contains an evidence review of the impact of the built environment on health and has distilled the evidence into the following themes:
- Generic evidence supporting the built environment's impact on health
 - Green space
 - Developing sustainable communities
 - Community design (to prevent injuries, crime, and to accommodate people with disabilities)
 - Connectivity and land use mix
 - Communities that support healthy ageing
 - House design and space
 - Access to unhealthy/"Fast Food"
 - Health inequality and the built environment
- 6.3 The proposed Local Plan has therefore been reviewed against these themes to ensure the Local Plan contains specific policies to address the impact the built environment can have on health.

General Policy on Health and Wellbeing

- 6.4 The objectives in the Table under section 2.1.10 – "5 Healthy Communities" (1. Enhance human health, 2. Reduce and prevent crime and reduce fear of crime, and 3. Improve the quantity and quality of publically accessible open space) are supported as is the objective to "Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities" in the section on "Inclusive Communities".

Gaps

- 6.5 The Healthy Communities section would benefit from cross referencing to the data in the Health Profile² for East Cambridgeshire to describe the specific health issues for East Cambridgeshire.

¹ <http://cambridgeshireinsight.org.uk/joint-strategic-needs-assessment/current-jsna-reports/new-housing-developments-and-built-environment>

² <http://fingertipsreports.phe.org.uk/health-profiles/2016/e07000009.pdf>

- 6.6 Section 2.1.10 (Table of objectives) – Topic 6 “Inclusive Communities” Objective 2 currently reads “Redress inequalities related to age, gender, disability, race, faith, location and income” this should include Health Inequalities and therefore should be reworded to read “Redress inequalities, ***including health inequalities***, related to age, gender, disability, race, faith, location and income”.

Health Impact Assessment Policy

- 6.7 The policy LP22 requires a Health Impact Assessment for developments over 50 dwellings this is supported but the policy needs to be firmer.

Gaps

- 6.8 The current working of the HIA policy reads “Facilitate social interaction and create healthy, inclusive communities; a health impact assessment (HIA) should be provided for development schemes over 50 dwellings”.
- 6.9 The local plan doesn’t justify the threshold set at 50 dwellings or why other developments do not require a HIA, in addition there is no supporting text to explain what HIA is and the different forms a HIA can take. It is recommended that the policy is changed to set different thresholds for full HIAs and Rapid HIAs and supporting text is included to clarify the policy.
- 6.10 An amended policy could be³:

New development will have a positive impact on the health and wellbeing of new and existing residents. Planning applications for developments of 20 or more dwellings or 1,000m² or more floorspace will be accompanied by a Health Impact Assessment to demonstrate this.

- a) *For developments of 100 or more dwellings or 5,000m² or more floorspace a full Health Impact Assessment will be required;*
- b) *For developments between 20 and 100 dwellings or 1,000 and 5,000m² or more floorspace the Health Impact Assessment will take the form of an extended screening or rapid Health Impact Assessment.*

Supporting text could be⁴:

Health Impact Assessment (HIA) is a method of considering the positive and negative impacts of development on the health of different groups in the population, in order to enhance the benefits and minimise any risks to health. To ensure that new developments have a positive impact on the health and wellbeing of new and existing residents the Council will require an HIA of development proposals to a level of detail appropriate to its scale and nature. It is recognised that HIAs are most effective for

³ Taken from the South Cambridgeshire Proposed Local Plan

⁴ Taken from the South Cambridgeshire Proposed Local Plan

large scale developments and therefore for developments of less than 100 dwellings or 5,000 m² the Council will accept less detailed assessments.

Green Space

- 6.11 Policies LP20: Delivering Green Infrastructure, LP21 Open Space, Sport and Recreational Facilities, and LP29 Conserving Local Green Spaces are supported.
- 6.12 The open space standards contained in Part A and B of the Plan are supported.
- 6.13 The site specific policies in Section 7 – Policies for Places requiring additional or enhanced play space, open space and allotments are supported.

Gaps

- 6.14 Section 5.7.2 could include “health” as a benefit so 5.7.2 reads “Green infrastructure provides a range of social, economic, health and environmental benefits.”
- 6.15 There is no specific policy determining the distance travelled to access open/green space. Public open spaces closer to a person’s home are associated with higher levels of use. Families that live further away visit parks less frequently. Overall use of public open space is positively associated with accessibility. Therefore the policy should be amended to include a distance requirement. A policy could be based on the Natural England Accessible Natural Greenspace Standard (ANGSt) which provides local authorities with a detailed guide as to what constitutes accessible green space. The Accessible Natural Greenspace Standard not only recommends the distance people should live from certain types of green spaces but also recommends the size of the green spaces in conjunction with distance to homes.
- 6.16 A policy therefore could be:

All people should have accessible natural green space:

- *Of at least two hectares in size, no more than 300m (five minutes’ walk) from home.*
- *At least one accessible 20 hectare site within 2km of home.*
- *One accessible 100 hectare site within 5km of home.*
- *One accessible 500 hectare site within 10km of home.*

This policy could be limited to apply to larger scale developments only.

- 6.17 The Local Plan would benefit from a supportive policy to encourage the provision of green space near older people’s housing. Walkable green spaces near the residences of older people aged 75+ significantly and positively influences five-year survival.

- 6.18 There is nothing specific on the design of green spaces, such as the inclusion of paths and drinking fountains, street furniture etc. these may be better addressed within design Supplementary Planning Documents rather than the Local Plan.
- 6.19 The Local Plan would benefit from a supportive policy to encourage the provision of markets and farmers markets. Farmers markets are a crucial place for social interaction in the lives of older people as well as families and children, when market shopping is a time “to bump into friends and chat at leisure”. In addition, market stalls take on the important role of including low income groups, who may be excluded from other shopping sites.

Developing Sustainable Communities

- 6.20 Policy LP22: Achieving Design Excellence - Facilitate social interaction and create healthy, inclusive communities is supported.
- 6.21 The supporting text in section 5.4 which considers the provision of sustainable travel and makes the links between transport and healthier lifestyles is welcomed.
- 6.22 Policy LP23: Water Efficiency is supported.

Gaps

- 6.23 The supporting text at 6.4.3 should include detrimental impacts on air quality of renewable energy production e.g. biomass. The policy could be amended to read:

*“However, renewable energy proposals can have detrimental implications, such as impact on the landscape, **impact on air quality and therefore human health**, impact on the setting of Ely Cathedral, the impact on protected species, the loss of productive agricultural land, and, for some technologies (e.g. biomass), the highway impacts associated with the ongoing regular delivery of material by lorries to and from the site.”*

Community Design

- 6.24 The site specific policies in Section 7 – Policies for Places requiring Traffic calming measures are supported (in East Cambridgeshire the rate of people killed and seriously injured on roads is significantly worse than England average⁵)
- 6.25 Policy LP6: Meeting Local Housing Needs, the requirement that all new homes are to comply with Part M (Volume 1) of Building Regulations Category 2 (accessible and adaptable dwellings) is supported as is the inclusion of the supportive policy to encourage Category 3 proposals, which will be supported in principle.
- 6.26 The objectives in the Table under section 2.1.10 – 5 Healthy Communities (2. Reduce and prevent crime and reduce fear of crime) and the specific policy in LP22: Achieving

⁵ http://fingertipsreports.phe.org.uk/health-profiles/2016/e07000009.pdf&time_period=2016

Design Excellence “Be designed to reduce crime and create safe environments” are supported, however there is no standard set on which to judge an application.

Gaps

- 6.27 Policy LP22: Achieving Design Excellence Secure by design reference could be made to the “secure by design” standard.

Connectivity and Land Use Mix

- 6.28 The Parking Provision Standards include cycle parking which is supported, however the parking standards seem to favour the car over cycle parking, the balance should be changed to require more cycle parking, over car parking.

Gaps

- 6.29 The D1 use class (health centres etc.) may need additional space for ambulance(s) or other large vehicles in addition to car parking and cycle parking as the model of services delivered from these use class changes the parking requirements may also need to change. The model used “parking spaces per consulting room” may no longer be fit for purpose as the model of health care is shifting towards combined surgeries/health centres etc. and co-located services. Appropriate advice should be sought from the Cambridgeshire and Peterborough Clinical Commissioning Group, NHS England, Cambridge Community Services and Cambridgeshire and Peterborough Foundation Trust.
- 6.30 Policy LP14 “The development would be accessible by a choice of means of transport (including public potential traffic implications” needs to be stronger to encourage any out of town shopping to be accessible by active transport means.

Healthy Ageing

Gaps

- 6.31 The plan would benefit from the inclusion of a supportive policy to encourage street furniture for older people, e.g. benches. At present only the site specific policy for Fordham2 “Provision of additional seating around village” has this requirement.

Housing and Space Standards

- 6.32 Policy LP22: Achieving Design Excellence Create visual richness through building type, height, layout, scale, form, density, massing, materials and colour is supported.
- 6.33 Policy LP24: Renewable and low carbon energy development - Renewable energy proposals which will directly benefit a local community, have the support of the local community and / or are targeted at residents experiencing fuel poverty is supported.

Gaps

- 6.34 The plan would benefit from the inclusion of a policy on minimum room sizes. Adequate space provides personal privacy and can reduce depression, anxiety and stress, giving children room to play and a good night's sleep. Cramming of different activities (studying, socialising, and relaxing) into limited space may adversely affect family life, creating a difficult dynamic which may play a part in the breakdown of relationships⁶. A lack of private study space for children is associated with underachievement. There is strong evidence that children with better quality homes gain a greater number of GCSEs, "A" levels and degrees and therefore have greater earning power. This has also been linked with an increase in anti-social behaviour. Children especially, teenagers deprived of adequate space at home may be disruptive and aggressive. In addition, low space standards contribute to poor health and low educational attainment that can express itself in incidences of antisocial behaviour. It is important to create minimal space standards, similar to the London housing minimal space standards, which is based upon the Park Morris standard⁷.
- 6.35 The plan would benefit from the inclusion of supportive text or a policy on the design of housing tenures. The text/policy should include concepts of: location and mix of housing tenures i.e. to pepper pot affordable housing with market housing or not; "one front door" etc.

Access to Fast Food

Gaps

- 6.36 The plan should include a policy to limit either the location of fast food outlets near sensitive receptors e.g. schools, workplaces etc. and/or the density of fast food outlets near sensitive receptors. Excess weight in adults is significantly worse than England average⁸.
- 6.37 Local Authorities with a local plan policy on fast food outlets have used a distance of 400m to define the boundaries of their fast food exclusion zone, as this is thought to equate to a walking time of approximately five minutes. However, in Brighton and Hove this was found to be inadequate to cover the areas actually used by pupils: an 800m radius is used as it covers significantly more lunchtime journeys⁹.

⁶ <http://cambridgeshireinsight.org.uk/joint-strategic-needs-assessment/current-jsna-reports/new-housing-developments-and-built-environment>

⁷ <http://cambridgeshireinsight.org.uk/joint-strategic-needs-assessment/current-jsna-reports/new-housing-developments-and-built-environment>

⁸ http://fingertipsreports.phe.org.uk/health-profiles/2016/e07000009.pdf&time_period=2016

⁹ <http://cambridgeshireinsight.org.uk/joint-strategic-needs-assessment/current-jsna-reports/new-housing-developments-and-built-environment>

Health Inequalities

- 6.38 Policy LP19 which considers the loss of community assets is welcomed as is the approach to the provision of new community facilities.

Gaps

- 6.39 The phrase “Be implemented, as appropriate, at an early stage of the phasing of development” in the second but last bullet of policy LP19 lacks clarity. The supporting text should make reference to a process to agree what “an early stage” means e.g. through section 106 agreements linked to occupation levels. The timescale for “an early stage” should not be left to the applicant/developer to decide.
- 6.40 One of the findings from the learning from Cambourne report is to provide and incorporate community buildings in the earliest stages of the development. One of the challenges for new communities is not having facilities such as community halls, pubs, youth clubs and sport provisions for early residents to benefit from. There also needs to be provision for younger children such as play areas, skate parks etc. It was noted that the small skate park built was not particularly well lit, which discouraged children from using it.
- 6.41 Loneliness and mental health problems were issues coming out of Cambourne partly due to the initial lack of community buildings. It is important to recognise that that people moving into communities may be moving away from their traditional support systems i.e. family and established communities with provisions to meet people and friends. Further information on the learning from Cambourne report can be found in the 2010 New Communities JSNA (<http://www.cambridgeshireinsight.org.uk/cambridgeshire-jsna/new-communities>).

Access to Health Services

- 6.42 There are three site specific policies relating to enhancing or expanding health facilities (Ely 2– enhanced health facilities, including the Princess of Wales Hospital, Soham9 – extension to staple medical centre, and Sutton2 – Expand GP medical service provision). The Cambridgeshire and Peterborough Clinical Commissioning Group and NHS England should be consulted on these proposals to ensure they fit with the local “health system model for primary care” and the Sustainability and Transformation Plan (STP).

Gaps

- 6.43 There will be a cumulative impact on health services with the totalling of the smaller sites and as such the Infrastructure Development Plan should take the cumulative impact of the smaller sites into account.

7. TRANSPORT

Strategic Transport Assessment

- 7.1 There is a need for an assessment of the overall impact of all the proposed development sites and the cumulative impact these may have on the transport network in both East Cambridgeshire and further afield. This assessment should provide evidence to demonstrate that the proposed growth scenario is the most sustainable, including on transport grounds. The “Site Assessment Evidence Report” does this to some extent on a site by site basis but does not provide any strategic transport analysis to support the preferred strategy.

More detailed comments

- 7.2 The Vision set out in section 2.2 is broadly consistent with the Local Transport Plan 3 for Cambridgeshire and the emerging Transport Strategy for East Cambridgeshire.

Policy LP3 Settlement Hierarchy

- 7.3 A number of settlements have been included as ‘large’ villages in the settlement hierarchy set out in Policy LP3. Within this a large village, amongst other things, is characterised by having good public transport links. However, a number of the large villages and one of the main settlements have very limited public transport options which does not make them suitable for regular journeys such as commuting to work. Existing bus services, especially in rural areas, are dependent on decreasing public subsidy which threatens the viability of these services.

LP8 Enterprise Zone and Other Strategic Employment allocations

- 7.4 The allocation for the Enterprise Zone at Lancaster Way and other strategic employment sites will be major trip generators with potential to have significant impacts on the transport network. Consequently it will be necessary for applications for planning permission to be supported by a transport assessment to consider the cumulative impact of the proposed development across East Cambridgeshire and neighbour authorities.

East Cambridgeshire’s Transport Network

- 7.5 Paragraph 5.3.4 should also make reference to the emerging Transport Strategy for East Cambridgeshire and the County Council’s Transport Investment Plan which includes a schedule of the projects included for implementation across the district.

Policy LP18 Improving Cycle Provision

- 7.6 The reference to the Market Town Transport Strategies in the penultimate bullet in this policy should be deleted as in East Cambridgeshire this has been replaced by the Transport Strategy for East Cambridgeshire.

Policies for Places (Chapter 7)

- 7.7 A number of settlements are proposing improvements to public transport links, most notably bus services. Generally it is going to be difficult to support improved bus services unless they can be provided commercially which would normally be achieved through significant increase in fare paying patronage or through increased public subsidy. Given the scale of development proposed in many of the large and medium village, which would generally benefit from enhanced public transport, this will be a challenge.
- 7.8 The objective in many settlements to improve walking and cycling facilities and connectivity is welcomed.
- 7.9 The proposal for the provision of the A11/A14 link road at Kennett (Policy Kennett 2) will require further technical and cost investigation and would have to be linked to new development at Kennett.

Parking Provision Standards (Appendix B)

- 7.10 Stronger statements could be made around cycle parking and facilities being provided for cyclist such as changing rooms and showers at employment locations. The requirement for cycle parking should be strengthened with reference not only to the provision of parking spaces but also to include the quality of the provision, such as covered, secure and lit parking areas. These are necessary to raise the attractiveness of cycling and support modal shift.
- 7.11 Details and requirements for car and cycle parking at railway stations should also be provided.

ELY SOUTHERN BYPASS – CYCLE UNDERPASS

To: **Economy and Environment Committee**

Meeting Date: **9th February 2017**

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

Electoral division(s): **Ely North and East.**

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

Purpose: **To inform members of work undertaken to evaluate the possibility of including a cycle/pedestrian underpass within the Ely Southern Bypass scheme as an additional work package within the contract.**

Recommendation: **Committee is recommended to:**

- a) Note the work undertaken to evaluate the cycle underpass,**
- b) agree not to proceed with the underpass as part of the Southern Bypass Scheme,**
- c) develop at-grade cycle facilities as an alternative.**

<i>Officer contact:</i>	
Name:	Brian Stinton
Post:	Team Leader, Major Infrastructure Delivery, Highways
Email:	Brian.stinton@cambridgeshire.gov.uk
Tel:	01223 728330

1. BACKGROUND

- 1.1 The bypass scheme was developed, consultations undertaken and planning consent was given based on a design which did not include a cycle pedestrian underpass or other crossing facilities for pedestrians and cyclists travelling between Ely and Stuntney at the roundabout at the eastern end of the new road.
- 1.2 Ely and Stuntney are currently linked by a dual use footway/cycleway on the eastern side of the A142. However, this is relatively narrow and involves cyclists from Stuntney crossing the A142. The approved bypass proposals maintained and improved this path on the eastern side of the road around the new roundabout, although it is recognised that the overall existing provision is of a relatively low standard.
- 1.3 During the planning process, the call for the provision of an improved pedestrian/cycle route on the western side of the A142 from Stuntney to Ely, has led to the consideration of an underpass in the vicinity of the new eastern roundabout. The cycle route is included in the East Cambridgeshire Transport Strategy, although no specific design details are included and no funding has yet been agreed. There is also an aspiration to extend the route on to Soham.
- 1.4 As the planning and procurement process was advanced, adding the underpass to the scheme would have meant delaying progress in delivery. The bypass was therefore progressed, tenders issued and the contract awarded without the underpass being included. In parallel with this process, further investigation on the feasibility of the underpass was undertaken, and an early preliminary design was costed at £330k making the facility a potentially attractive addition to the scheme, which could be added to the contract if approved. On this basis a non-material amendment to the planning consent was approved to facilitate the underpass.

2. MAIN ISSUES

- 2.1 A more robust, but significantly higher cost has now been developed during the stage 1 contract design, taking into account further ground investigation and the contractor's input into the required construction methodology. This indicates that the underpass will require more than an additional £1m over the original estimate.
- 2.2 This work has also identified a number of issues to consider with the underpass, the most significant being that it will be partially below the ground water level. This means that:
 - Works will require significant de-watering and protection
 - The construction process will be more onerous to ensure a watertight structure
 - Amendments to some of the early highway design elements, for example drainage will be required.
 - Additional temporary works will be required to provide/maintain site access to the underpass and the rest of the site
 - The overall programme may be extended

- 2.3 The underpass design alignment is not ideal and the route includes ramps at the maximum permitted gradient and bends on the approaches. These features may deter some cyclists from using the underpass. Officers' views are that an at-grade crossing provided with the bypass scheme, is likely actually to provide as good or better a solution for cyclists.
- 2.4 There are long term maintenance costs to consider. A pumped drainage system will be required to remove any rain water. A warning system should ideally be provided to warn of pump failure. Should pumps fail, the underpass may flood and cyclists and pedestrians would be diverted onto the main carriageway.
- 2.5 The poor ground conditions, combined with a high variable water table, will increase the likelihood of movement of the structure. Minimal clearance above the underpass structure will mean that any movement in the underpass will result in damage to the new road. To minimise this heavily engineered and costly foundations will be required.
- 2.6 For all of these reasons, the additional inclusion of the cycle underpass in the scheme design is not recommended.
- 2.7 If at a later stage, installation of the underpass was required after the road is opened, this would still be feasible but the engineering challenges outlined above would remain and the cost and complexity of delivering the scheme with the road above would be significantly greater than at the time of the main scheme delivery.
- 2.8 Current cycling usage is low (around a total of no more than 45 per day). Some additional use may arise from potential improvements to routes between Ely and Stuntney/Soham. However, given the remoteness and size of the outlying communities any increase is likely to be modest in comparison to the cost.
- 2.9 Alternative provision for a cycle path and at-grade controlled crossing has been considered and a preliminary design developed which can be delivered within the overall project budget. The alignment could arguably provide a more convenient and secure route, but crossing the road may be considered by some cyclists as less convenient as they would have to wait to cross the road. Such an at-grade crossing is considered to provide a safe crossing point for the number of cycles likely to use the route in the foreseeable future and is being further developed as part of the current design process.
- 2.10 The impact of this type of crossing has been modelled on the basis of the cycle crossing traffic signal stage being called each minute at peak times, taking account of modelled traffic growth to 2031. Even at this level of demand there is negligible impact on the capacity of the junction approach.
- 2.11 Whilst the underpass may be perceived to be the ideal form of crossing, in practice some cyclists will prefer not to use it. The low level of cyclists and the long-term maintenance implications suggest that it does not provide value for money, when compared with the alternative at-grade crossing. It is therefore recommended that the cycle underpass is not pursued at this stage.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

Whilst encouraging cycling in the county remains a high priority, it is not considered that the underpass provides a significantly better facility than the proposed alternative at-grade crossing. The economic benefits in respect of facilitating active lifestyles, reduced congestion and links to the city of Ely and the station would not be adversely affected.

3.2 Helping people live healthy and independent lives

The proposed at grade crossing is not considered to have a significant impact on the number of people walking and cycling along the route and should prove no less attractive than an underpass.

3.3 Supporting and protecting vulnerable people

There are no significant impacts.

4. SIGNIFICANT IMPLICATIONS

Implications	Team	Name of Officer Consulted
Resource	Finance	S Hayward
Statutory, Legal and Risk	Legal	M Kelly
Equality and Diversity	HR	T Oviatt-Ham
Engagement and Consultation	CS&T	M Miller
Localism and Local Member Involvement	CS&T and Democratic Services	T Oviatt-Ham
Public Health	Public Health	T Campbell

4.1 Resource Implications

There are no significant implications within this category in respect of the omission of the underpass, which did not form part of the original proposals.

4.2 Statutory, Risk and Legal Implications

The at grade crossing will be constructed across land that is being acquired for the new bypass so no new land take is required. The variations to the alignment are considered to be minor as far as any need to seek a change to the scheme planning permission is concerned but the granted non-material amendment will need to be withdrawn. The at grade crossing will be relatively close to a roundabout junction a location where traffic speeds will already be slowed and traffic signal will enable cyclists and pedestrians to get across the new bypass.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

Discussion on the underpass proposal have been undertaken with local members and stakeholders, and based on the initial design principles and costings, there may be local expectations that an underpass is the best deliverable option. The local members, along with other members of the Project Board, have been made aware of the cost and future maintenance issues, along with the proposed alternatives crossing. .

4.5 Localism and Local Member Involvement

There are no significant implications within this category.

4.6 Public Health Implications

See section 3.2.

Source Documents	Location
Ely Bypass Planning Application Initial Feasibility report Design underpass report	Room 311, Shire Hall, Cambridge .

PROGRESS REVIEW OF THE ENERGY INVESTMENT UNIT'S BUSINESS CASE

To: **Economy and Environment Committee**

Meeting Date: **9th February 2017**

From: **Graham Hughes; Executive Director, Economy, Transport & Environment**

Electoral division(s): **ALL**

Forward Plan ref: **Key decision: No**

Purpose: **To review the progress of the Energy Investment Unit's (EIU) five year business plan and future skill requirements, as agreed by the Economy and Environment Committee in March 2015.**

Recommendation: **Committee is asked to:**

note progress of the EIU's five year business plan as set out in Section 2.1 and Appendix A

<i>Officer contact:</i>	
Name:	Sheryl French
Post:	Project Director, MLEI
Email:	Sheryl.french@cambridgeshire.gov.uk
Tel:	01223 728552

1. BACKGROUND

- 1.1 In March 2015, Members agreed to use some of the ongoing returns from the investments made into Energy Performance Contracting to fund the development of further energy projects, to bring financial and policy benefits to the County Council and maintain capacity and capability for the future.
- 1.2 Three key areas for development that were agreed were:
- extending the energy performance contracting project to benefit further schools and public buildings;
 - develop other more profitable and wide ranging energy projects that could generate greater revenues in the future; and
 - develop a European Regional Development Fund (ERDF) proposal to access low cost capital and revenue funding to support broader energy project investments in Cambridgeshire.

2. MAIN ISSUES

2.1 Progress against the business case.

The financial modelling undertaken in March 2015 (Appendix A: Table A) identified that an energy investment team could be supported by the profit made from school energy investments. This was without the need for additional revenue budget, and would be reviewed by March 2017. A review of the business case in October 2016 (Table B), identified:

- Overall profits from school investments has increased from £1.7million to £2.2million – this is partly due to cuts in loan interest rates post Brexit, but also owing to growing the project pipeline;
- The difference of £182,381 between the income on Table A and Table B (in year 1, Sept 15-March 2016) is owing to the following assumption. At the start of the programme it was anticipated that all loans issued in year 1 would occur at the start of the year, and bring a ‘repayment holiday’ benefit for the first year. In reality, this is not what has happened. Loans are drawn down across the year, often to the end of the year, hence this benefit is not fully realised. Therefore, in Table B, we have subsequently assumed loans will be issued at the end of the financial year (the ‘worst case’ scenario).
- The forecast returns for years 15/16 and 16/17 are lower than anticipated. This is mainly owing to schools taking longer than anticipated signing work completion certificates creating a cash flow delay – this issue has been resolved and the cash flow will pick up in subsequent years;
- The revised forecasts in Table B for 16/17, 17/18 and 18/19 provide more realistic and accurate income projections than those made at the start of the programme as these are based on an active pipeline of projects, rather than assumptions;
- To date, 43 schools are in contract, including 14 secondary schools and 29 primary schools with a total value greater than £9million;
- On current income forecasts, the EIU team can be supported for a further 3 years at current staffing levels, with no additional revenue budget required from the County

Council. This is because there is sufficient cumulative income that will be generated over time; and

- Beyond 2020, additional income from projects will need to be generated to support the team at its current capacity, although there would be sufficient budget to manage the existing contracts, with reduced staffing, even if no further income were generated.

2.2 In addition to the schools programme, the Energy Investment Unit has led or supported the delivery of the energy projects listed below, at no cost to the Council. These projects directly benefit the Council's wider budget through income generation and revenue savings:

- £350,000 p.a. income for services from the Soham Solar Park (from December 2016) rising to over a £1million p.a. when the initial capital is repaid. Cambridgeshire County Council is the only local authority in the country to receive finance incentive through the Government's 'Contract for Difference' auctions for renewable energy projects;
- £47,000 p.a. revenue savings and income from energy generation for seven County Council office and library buildings (from September 2016);
- £806,000 potential income over 25 years for the Smart Energy Grid Demonstrator Project with the view to replicate this project over a further six sites when the learning from the project is complete; and
- £250,000 p.a. savings on residents household energy bills through running six collective switches during 2014 to 2016 to switch to cheaper energy tariffs and save money.

2.3 **Building capacity and capability for the future.** Members have been keen to develop energy skills in-house to help facilitate investment into larger projects that generate bigger returns for the Council. During the last two years a secure base of energy skills across finance, legal, sales, technical, contract and project management has been built. Moving forward, there is significant change ahead in the energy market. For example, Government's Electricity Market Reform (EMR) in tandem with technological innovations is shifting the Country's electricity infrastructure (see diagram 1) to a more dynamic system where consumers play a much bigger role. This will bring opportunities for the Council.

2.4 The key benefits will come from generating and selling energy locally and helping to manage local supply and demand for energy. In anticipation of this change, the EIU expanded its work during 16/17 to develop a smart energy grid demonstrator project at the St Ives Park and Ride. The aim of the project is to establish proof of concept, but also to understand the business case revenues for the supply and demand for electricity to a customer, and how this informs the negotiation to sell energy via a power purchase agreement. Importantly, this project is furthering our knowledge and skills to support the Council's ambitions that include delivering larger energy opportunities for generating and selling local electricity, and heating, to our communities.

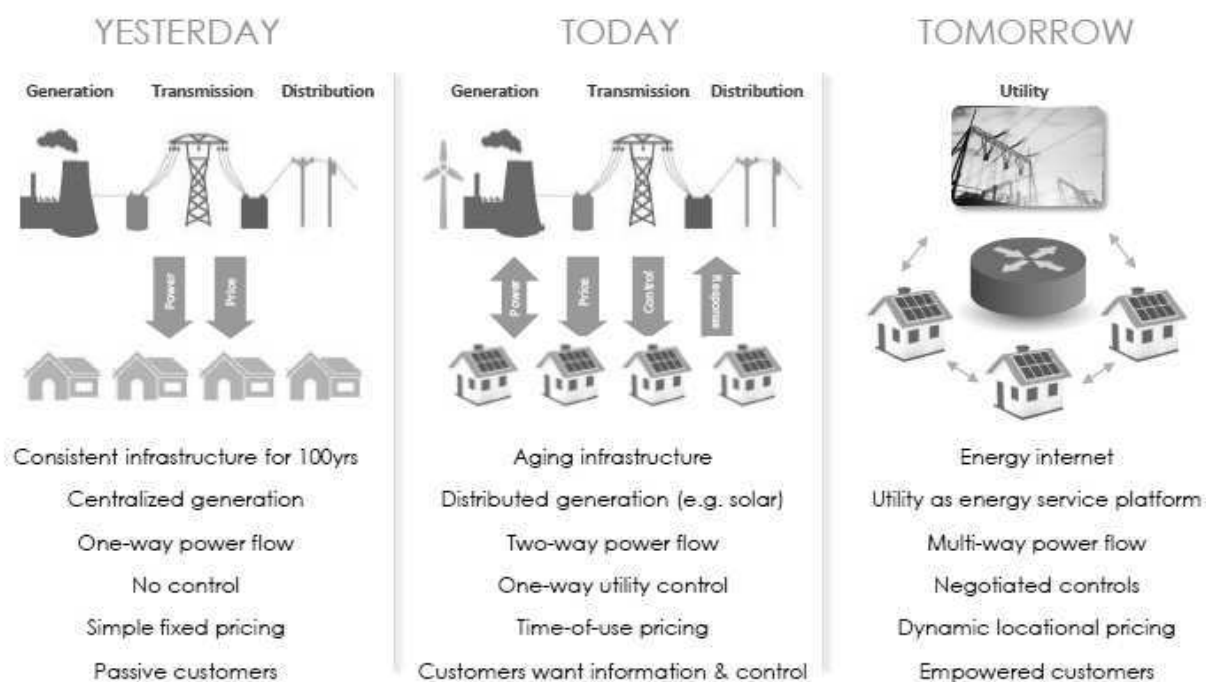


Diagram 1 – Electricity System: Yesterday Today and Tomorrow

2.5 Future work/Direction

The EIU needs to continue to deliver energy performance contracting for schools and County Council buildings to deliver forecast incomes up to 2020. In addition, the Unit will submit a Full Application for European Regional Development Fund grant for the Smart Energy Grid Project that could contribute towards EIU staff costs during 2017/18, 18/19 and 19/20. This will be whilst developing additional commercial skills for the selling of energy locally, and replicating the Smart Grid across other County Council assets.

- 2.6 The draft Corporate Energy Strategy, that is currently being consulted on externally, is a mechanism to facilitate collaboration between asset managers from across the Council, the EIU, finance and legal colleagues to develop new energy projects. This will allow the skills developed internally to be deployed into new projects providing the capacity and knowledge to develop and deliver successful energy projects, and generate income. The costs for the EIU team will look to continue to be recovered through the savings and incomes generated on projects, and will supplement the EIU business case beyond 2020.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

Section 2.3 describes electricity market reform and the changing role of consumers. The transition from a fossil fuel dependent economy to a low carbon economy requires leadership, innovation and demonstrable commitment to change at all levels. The Council can support its communities and businesses by using its assets to generate, sell and save energy which will provide greater economic resilience to future price volatility, generate income for services and help decarbonise local energy supplies.

3.2 Helping people live healthy and independent lives

Fuel poverty grows as energy prices rise. With a doubling of energy prices predicted in the next 10 years, despite current low oil and gas prices, evidence suggests that cold homes will bring greater health risks impacting negatively on health budgets and services. Finding local mechanisms to generate local energy, and sell energy could reduce the impact of fuel poverty and air quality costs to the NHS and others.

3.3 Supporting and protecting vulnerable people

Through using the Council's assets to reduce energy consumption, and to generate, and sell local energy, building running costs could be reduced, and additional income generated to support front line services. In addition, schemes for collective buying of energy help residents and businesses to reduce energy bills, and manage the impact of future energy price rises.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Section 2.1 and Appendix A, highlight that the actual and forecast income generation from the schools programme, over its lifetime, can support the Energy Investment Unit until at least 2020 at current staffing levels.

Other resource implications are as a result of the work of the EIU include:

- *Making better use of our assets* and deliver carbon emission reductions through the displacement of fossil fuels.
- *Development costs*. The Council will be taking the upfront development risk on larger projects. If a project is successful, development costs are repaid. However, some projects may not get delivered for technical or other reasons despite costs being incurred. However the assumption will be that revenue generating schemes will need to cover all development costs.
- *Public Works Loan Board (PWLB) borrowing*. Financing new energy schemes will require the Council to continue to provide funding, e.g. by borrowing from the Public Works Loan Board. The Council will continue to carefully manage risks to projects

4.2 Statutory, Legal and Risk Implications

- Potential changes to International Accounting Standards could impact our ability to support new Academy schools after 2019 with energy performance contracting. Discussions with the Education Funding Agency will start early 2017 to agree a way forward and any transitional arrangements.
- Policy changes to decrease finance incentives or increase business rates on renewable energy could impact the business cases for some projects.

- Substantially increasing the volume of energy sales from our assets will require the Council to comply with regulatory and license arrangements.

4.3 Equality and Diversity Implications

There are no significant implications for the EIU business case but when individual energy projects are developed and brought forward for investment decision, community impact assessments will be required for those eligible to do so.

4.4 Engagement and Consultation

There is no significant implication for the EIU business case but through the work of the unit, individual energy projects brought forward for construction and delivery will need to undertake community engagement and public consultation and comply with local planning policies.

4.5 Localism and Local Member Involvement

As above.

4.6 Public Health

There are no public health implications resulting from the EIU business case but as a result of its work, fossil fuels will be displaced through clean energy and reducing energy consumption which will bring health benefits through improved air quality and tackling the impacts of climate change.

Source Documents	Location
Economy and Environment Committee, 10 th March 2015, Report on MOBILISING LOCAL ENERGY INVESTMENT (MLEI) – FORWARD STRATEGY	https://cmis.cambridgeshire.gov.uk/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/285/Committee/5/Default.aspx

Appendix A: Energy Investment Unit, Business Case

Table A: March 2015 Business Case

Energy Performance Contracting Project	Year (Yr) 1 Sep 15 – Mar 16	Yr2 Apr16-Mar 17	Yr3 Apr 17-Mar 18	Yr4 Apr 18-Mar19	Yr5 Apr 19-Mar 20
*Net income on £5m invested after loan costs	-£226,633	-£26,840	-£48,677	-£70,515	-£92,352
Net income on £4m invested after loan costs	0	-£181,307	-£21,472	-£38,942	-£56,412
Net income on £3.2m invested after loan costs	0	0	-£145,045	-£17,177	-£31,153
Total annual net income after loan costs	-£226,633	-£208,147	-£215,194	-£126,634	-£179,917
^Annual other costs (staff, legal & consultancy)	£115,227	£172,077	£35,400	£37,269	£38,764
**Annual residual income	-£111,406	-£36,070	-£179,794	-£89,365	-£141,153
<i>Cumulative residual income</i>	<i>-£111,406</i>	<i>-£147,476</i>	<i>-£327,270</i>	<i>-£416,635</i>	<i>-£557,788</i>

The cumulative residual income forecast for schools at year 18 was £1.7million

* If only the £5million investment is made (line 1) the income over yr1 and yr2 will cover the full costs of an energy investment team until March 2017.

^ From year 3, the skills required to progress this work will need to be reviewed. The current costs from yr 3 are for maintenance of the existing energy contracts only. There is sufficient income overall to bring in further skills in yr 3 to develop more projects.

Table B: October 2016 Review of the Business Case

Energy Performance Contracting Project for schools	Yr 1 Sep 15 – Mar 16	Yr2 Apr 16-Mar 17	Yr3 Apr 17-Mar 18	Yr4 Apr 18-Mar 19	Yr5 Apr 19-Mar 20
Net income on £4.43 m invested after loan costs 15/16	-£44,252	-£34,439	-£50,675	-£68,391	-£86,109
Net income on additional £1.87m invested after loan costs 16/17	0	–	-£24,727	-£31,261	-£37,794
Net income on £2.52 m 17/18	0	0	-£68,875	-£31,885	-£40,906
Net income on £2m invested over loan costs 18/19	0	0	0	-£52,767	-£21,531
Total annual net income after loan costs for schools	-£44,252	-£34,439	-£144,277	-£184,304	-£186,340
Annual other costs (EIU, finance legal, LP and consultancy)	£127,910	£182,000	£182,000	£182,000	£182,000
Annual residual income/expenditure	£83,668	£147,561	£37,723	-£2,304	-£34,340
Forecast ERDF contribution towards staff costs		-£40,000	-£50,000	-£70,000	-£30,000
<i>Cumulative residual income/expenditure</i>	<i>£83,668</i>	<i>£191,229</i>	<i>£178,952</i>	<i>£94,371</i>	<i>-£58,890</i>

The cumulative residual income forecast for schools at year 18 is now £2.2million

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Are there any Equality and Diversity implications?	No Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Mark Miller
Are there any Localism and Local Member involvement issues?	No Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Tess Campbell

FINANCE AND PERFORMANCE REPORT – December 2016

To: **Economy and Environment Committee**

Meeting Date: **9th February 2017**

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

Electoral division(s): **All**

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

Purpose: **To present to Economy and Environment Committee the
December 2016 Finance and Performance report for
Economy, Transport and Environment (ETE).**

**The report is presented to provide Committee with an
opportunity to comment on the projected financial and
performance outturn position, as at the end of December
2016.**

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

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

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

1. BACKGROUND

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

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the ETE Finance and Performance report for December 2016.
- 2.2 **Revenue:** ETE is forecasting a £178K underspend. There are no material changes to the Economy & Environment Committee budget forecasts since the November position: the main variances are a £93K underspend on Growth & Development, £190K underspend on Growth & Economy Other, £107K overspend on Park & Ride, and £422K underspend on Park & Ride
- 2.3 **Capital:** The capital programme is forecast to be on target and £4.1m of the estimated £10.5m Capital Programme Variation has now been met. The only change in Environment & Economy capital forecast is a small reduction in the forecast underspend of £0.2m on cycling schemes.
- 2.4 E&E Committee has fourteen **performance indicators** reported to it in 2016-17. Of these fourteen performance indicators, three are currently red, two are amber, and nine are green. The indicators that are currently red are:
- The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work.
 - Local bus journeys originating in the authority area.
 - The average journey time per mile during the morning peak on the most congested routes
- 2.5 At year-end, the current forecast is that one performance indicator will be red (Local bus journeys originating in the authority area), seven will be amber and six green.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1

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

SOURCE DOCUMENTS

Source Documents	Location
None	

**Economy, Transport and Environment (ETE) - Finance and Performance Report
– December 2016 for Economy and Environment Committee**

1. SUMMARY

1.1 Finance

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	3	2	9	14
Current status last month	3	2	9	14
Year-end prediction (for 2016/17)	1	7	6	14

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2016/17 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (December) £000	Forecast Variance - Outturn (December) %
+46	Executive Director	653	51	6	+46	7
+476	Infrastructure Management & Operations	57,883	-3,563	-9	+448	0
-590	Strategy & Development	12,981	-799	-8	-672	-5
0	External Grants	-9,680	-10	0	0	0
-68	Total	61,836	-4,322	-10	-178	0

The service level budgetary control report for December 2016 can be found in [appendix 1](#).

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

2.2 Significant Issues

Waste Disposal including PFI

Waste volumes have increased this year, increasing the amount of landfill tax that is payable. This increase is directly related to the increased levels of waste arising in 2016/17. Similar levels of growth have been seen in other local authorities in the region.

No significant streams of third party waste are being accepted at the MBT, due to plant unreliability and the contractor's inability to secure third party waste contracts and generate profit through the waste being treated at Waterbeach.

There is a risk of a potential overspend, due to increased levels of residual waste combined with current average MBT performance from previous 12 months.

Winter Maintenance

At the meeting of County Council of 13th December 2016 it was decided to reinstate last year's gritting routes in their entirety. The impact of this decision increased the number of gritters required from 27 to 37, this resulted in an increased cost for the extra gritters, which was incurred in December. The additional cost of £570k will be covered by Council reserves and the net impact on ETE will be zero.

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

There were no items above the de minimis reporting limit recorded in December 2016.

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

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

Virement actioned due to implementation of Corporate Capacity Review of £66k

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

3. BALANCE SHEET

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

£90m Highways Maintenance

£6m was initially allocated to this area in 2016-17 and spare funding from the previous year was rolled forward into future years. Historically although more work has been programmed than budgeted for the year, for a number of reasons schemes have slipped and expenditure has always been within the agreed budget. This year

more schemes are being completed by the Contractor and total expenditure is likely to be nearer £7.7m. These additional schemes will therefore be funded by previous year's slippage.

All schemes are funded as presented in the 2016/17 Business Plan.

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

4. **PERFORMANCE**

4.1 **Introduction**

This report provides performance information for the suite of key Economy & Environment (E&E) indicators for 2016/17. At this stage in the year, we are still reporting pre-2016/17 information for some indicators.

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

4.2 **Red Indicators (new information)**

This section covers indicators where 2016/17 targets are not expected to be achieved.

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

No new information this month.

4.3 **Amber indicators (new information)**

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

a) Economy & Environment

Adult Learning & Skills

- The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work - academic year, year-to-date (to December 2016)

Figures to the end of December show that there are currently 266 learners taking courses in the most deprived wards. This is below target, but figures are expected to increase during the year as partners run multiple short courses.

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

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

Traffic and Travel

- Percentage of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others (2014/15)

Latest figures published by the Department for Transport show that in 2014/15, 81.1% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2013/14, which is disappointing, although, because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant.

Excluding Cambridge, the latest figure for the rest of the County is 89.4%. The gap of 8.3 percentage points is only slightly less than the 2012/13 baseline gap of 8.7 percentage points.

A large number of schemes have been undertaken across most parishes in Fenland to further promote cycling and walking including new cycle routes, new footways, large maintenance schemes, general improvements and whole town centre redesigns.

During 2015/2016 Cambridgeshire was awarded funding from the Government for a project in Wisbech from the Local Sustainable Transport Fund (LSTF). The project included Sustrans undertaking cycling work with schools and the County Council Travel to Work Unit working with employers in Wisbech to encourage more sustainable travel for commuting.

In addition to this, the Cycling Projects team regularly work with Fenland District Council and their Transport team to undertake surveys and audits with the Transport Strategy Team helping to determine some of the improvement schemes.

b) ETE Operational Indicators

No new information this month.

4.4 Green Indicators (new information)

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

a) Economy & Environment

Planning applications

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant - year-to-date (to December 2016)

Ten County Matter planning applications have been received and determined on time since April.

There were 15 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All 15 applications were determined on time.

b) ETE Operational Indicators

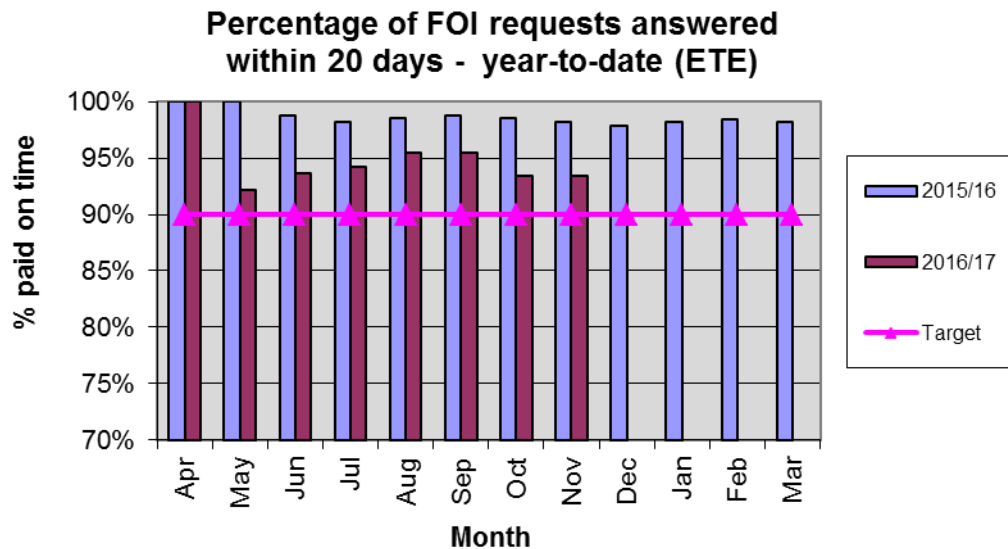
Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (November 2016)

Forty-three Freedom of Information requests were received during November (the same as in October). Provisional figures show that ninety-three percent were responded to on time (the remaining 3 requests are currently being clarified).

Two hundred and forty-one Freedom of Information requests have been received since April and 93.4% of these have been responded to on-time. This compares

with 98.2% (out of 222) and 97.2% (out of 213) for the same period last year and the year before.



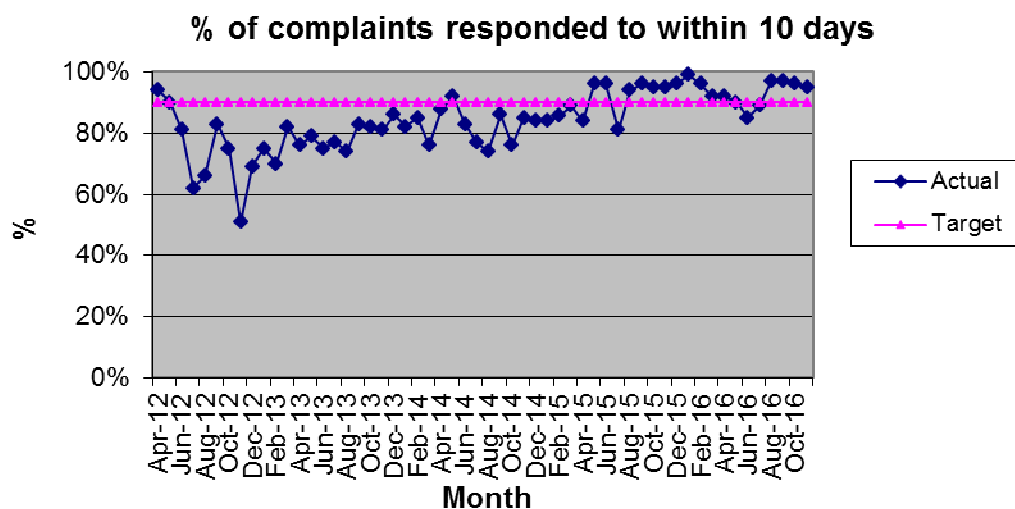
Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (November 2016)
One hundred and two complaints were received in November. Ninety-five percent of these were responded to within 10 working days.

The majority of complaints for Infrastructure Management & Operations were for Highways and 46 out of the 50 received were responded to on time.

The majority of complaints received by Strategy & Development were for Passenger Transport and 51 out of the 52 received were responded to within 10 days.

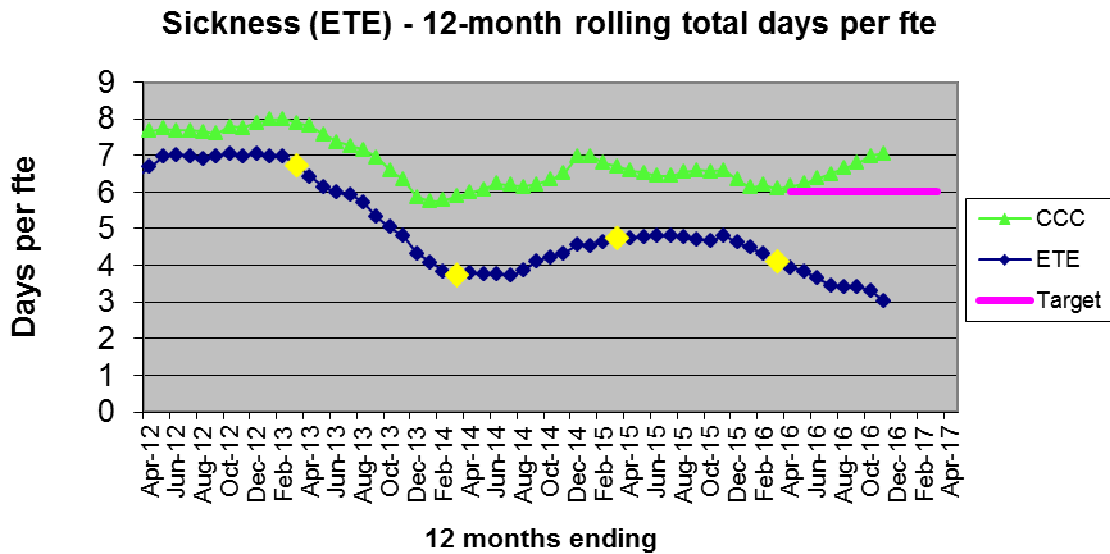
The year-to-date figure is currently 93%.



Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to November 2016)

The 12-month rolling average has dropped slightly from 3.3 to 3 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.



During November the total number of absence days within Economy, Transport & Environment was 135 days based on 572 staff (f.t.e) working within the Service. The breakdown of absence shows that 106 days were short-term sickness and 29 days long-term sickness.

4.5 Contextual indicators (new information)

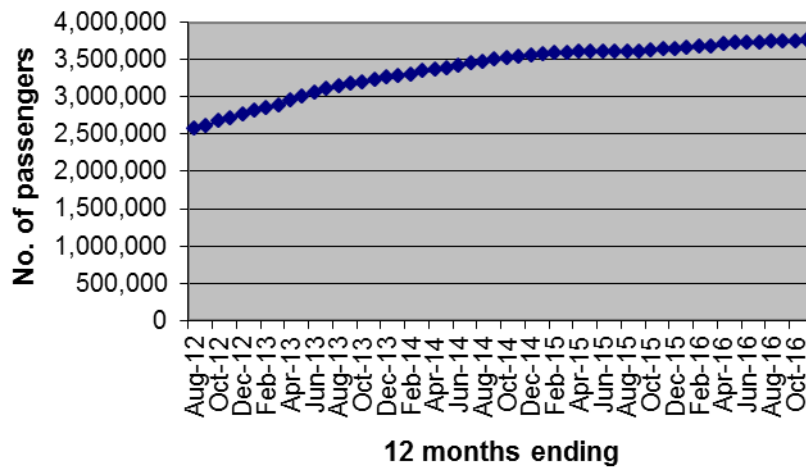
a) Economy & Environment

Passenger Transport

- Guided Busway passenger numbers (November 2016)

The Guided Busway carried around 341,000 passengers in November, and there have now been over 17.7 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.76 million.

Guided Busway passengers: 12-month rolling total



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn November £'000	Service	Current Budget for 2016-17 £'000	Expected to end of December £'000	Actual to end of December £'000	Current Variance £'000 %		Forecast Variance - Outturn December £'000 %	
	Economy, Transport & Environment Services							
+50	Executive Director	225	469	500	+31	+7	+50	+22
-5	Business Support	428	324	344	+20	+6	-5	-1
0	Direct Grants	0	0	0	0	+0	0	0
46	Total Executive Director	653	793	844	+51	+6	+46	+7
	Directorate of Infrastructure Management & Operations							
-7	Director of Infrastructure Management & Operations	144	107	100	-7	-7	-2	-2
+110	Waste Disposal including PFI	34,073	24,142	22,668	-1,474	-6	+411	+1
	Highways							
-67	- Road Safety	681	474	396	-78	-16	-77	-11
+56	- Traffic Manager	-515	-70	-144	-74	+105	+80	-16
+121	- Network Management	1,221	979	1,037	+58	+6	+121	+10
+122	- Local Infrastructure & Streets	3,223	2,423	2,136	-287	-12	-0	-0
+361	- Winter Maintenance	1,448	937	1,065	+128	+14	+0	+0
+0	- Parking Enforcement	0	-69	-424	-355	+516	+0	+0
-63	- Street Lighting	9,788	6,302	4,955	-1,347	-21	-62	-1
+100	- Asset Management	807	650	889	+239	+37	+160	+20
-134	- Highways other	1,510	69	156	+87	+127	-16	-1
-61	Trading Standards	739	551	510	-41	-7	-61	-8
	Community & Cultural Services							
-43	- Libraries	3,454	2,663	2,320	-343	-13	-36	-1
-48	- Community Resilience	707	455	322	-132	+0	-58	-8
+6	- Archives	382	262	263	+0	+0	+6	+1
+50	- Registrars	-550	-426	-402	+24	-6	+10	-2
-26	- Coroners	769	576	616	+40	+7	-26	-3
0	Direct Grants	-6,872	-3,473	-3,475	-2	+0	0	35
+476	Total Infrastructure Management & Operations	51,011	36,553	32,987	-3,565	-10	+448	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	106	101	-4	-4	+0	+0
-6	Transport & Infrastructure Policy & Funding	361	234	266	+32	+14	-6	-2
	Growth & Economy							
-60	- Growth & Development	589	434	285	-149	-34	-93	-16
+6	- County Planning, Minerals & Waste	309	189	198	+9	+5	-26	-9
+14	- Enterprise & Economy	-0	-0	13	+13	+0	+14	-3,872
+0	- Mobilising Local Energy Investment (MLEI)	0	0	0	+0	+0	+0	+0
-189	- Growth & Economy other	550	845	554	-291	-34	-190	-35
+0	Major Infrastructure Delivery	0	244	302	+58	+24	+10	+0
	Passenger Transport							
+121	- Park & Ride	304	412	624	+212	+51	+107	+35
-470	- Concessionary Fares	5,619	3,618	2,948	-670	-19	-422	-8
-5	- Passenger Transport other	2,513	1,920	1,970	+51	+3	-65	-3
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,596	1,946	1,959	+13	+1	+0	+0
+0	- Learning Centres	0	68	-14	-82	+0	+0	+0
+0	- National Careers	0	0	10	+10	+0	+0	+0
0	Direct Grants	-2,808	-2,275	-2,283	-8	+0	0	0
-590	Total Strategy & Development	10,173	7,739	6,932	-807	-10	-672	-7
-68	Total Economy, Transport & Environment Services	61,836	45,085	40,763	-4,322	-10	-178	-0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-327	-223	-225	-2	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-1,346	-1,346	+0	+0	+0	+0
0	- Bus Service Operators Grant	-302	-302	-302	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,416	-1,905	-1,913	-8	+0	+0	+0
+0	Grant Funding Total	-9,680	-5,748	-5,758	-10	0	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

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

Service	Current Budget for 2016/17 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
Waste Disposal including PFI	34,073	-1,474	-6	+411	+1
<p>Waste volumes have increased this year, increasing the amount of landfill tax that is payable. This increase is directly related to the increased levels of waste arising in 2016/17. Similar levels of growth have been seen in other local authorities in the region.</p> <p>No significant streams of third party waste are being accepted at the MBT, due to plant unreliability and the contractor's inability to secure third party waste contracts and generate profit through the waste being treated at Waterbeach.</p> <p>There is a risk of a potential overspend, due to increased levels of residual waste combined with current average MBT performance from previous 12 months. Waste forecasts are based on actual information up to November due to the contract reporting timescales that are a month in arrears.</p> <p>The current variance is partly due to outstanding recycling credit payments due to District councils and payments disputed with the contractor in respect of costs in 2015/16.</p>					
Network Management	1,221	+58	+6	+121	+10
The forecast overspend is due to costs for grass cutting being greater than expected.					
Local Infrastructure & Streets	3,223	-287	-12	+0	+0
The current underspend relates mainly to the payment to Highways Service Contractor not being processed before month end due to Christmas break. The forecasted underspends within ETE are being used to fund one off work on reactive maintenance.					
Winter Maintenance	1,448	+128	+14	+0	+0
<p>The original £650k saving proposal against winter operations was based on the achievement of three changes to the service; leasing the gritting fleet, route optimisation and weather domain forecasting. Leasing of the fleet has already achieved the saving anticipated from this change, with an initial saving of £200k (in 15/16) followed by an on-going maintenance saving of £117k year on year. It was originally estimated that route optimisation and domain forecasting would achieve savings of £288k and £225k respectively. However in practice it has been acknowledged that the routes are already highly efficient, so further route optimisation is unlikely to achieve any savings, whilst domain forecasting is unlikely to achieve a saving of more than £60k per year – due to temperature differences across the county being more marginal than expected.</p> <p>Therefore the estimated saving from those three areas totals £177k. In addition reducing the percentage area of the highway network that we now grit (from 45% to 30%) and therefore the</p>					

number of gritters from 38 to 26, has saved a further £117k. This gives a total saving of £294k, which leaves a shortfall of £356k against the original £650k savings target.

This has now been entered as a pressure for 17/18 in the development of the Business Plan.

At the meeting of County Council of 13th December 2016 it was decided to reinstate last year's gritting routes in their entirety. The impact of this decision increased the number of gritters required from 27 to 37, this resulted in an increased cost for the extra gritters, which was incurred in December. The additional cost of £570k will be covered by Council reserves.

Street Lighting	9,788	-1,347	-21	-62	-1
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The current variance is due to delays in invoicing for energy charges and also invoicing for the main Street Lighting contract.

Asset Management	807	+239	+37	+160	+20
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The Forecast outturn relates to an overspend on the procurement of the new Highways Contract. This is partly due to the extension of the Competitive Dialogue period & the additional external specialist advice being purchased from Cardiff City Council procurement team to support the process.

Libraries	3,454	-343	-13	-36	-1
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The Bookfund and IT (due to late delivery of 3rd party invoices) appears under-spent compared to the monthly profile, but will be fully utilised by year end. The forecast underspend is due to vacancy savings.

Growth & Economy Other	550	-291	-34	-190	-35
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Highways Development Management are currently overachieving their income target for both Section 38& Section 106 fees and this overachievement has been shown as a forecast. It is hard to predict exactly when these fees are paid and it is likely that the forecast for these fees will increase or decrease as the year progresses.

Park & Ride	304	+207	+51	+107	+35
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The forecast out-turn is due to a number of reasons; less income expected from operator access fees than originally budgeted, purchase of new ticket machines and an overspend on staff overtime.

Concessionary Fares	5,619	-670	-19	-422	-8
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It is expected the concessionary fares paid to bus operators will be lower than originally forecast based on the last 12 months data. It is hard to judge likely spend in this area as this is affected by seasonal conditions, so the forecast will be reviewed on a regular basis.

APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	10,319
Adult Learning & Skills grants	Department of Education	-668
Non-material grants (+/- £30k)		-29
Total Grants 2016/17		9,680

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2016/17.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	59,952	
Allocation of ETE reserves as agreed by GPC	2,015	
Reversal of ETE reserve allocation for Ely Archives	-65	
Implementation of the Corporate Capacity Review	-66	
Non-material virements (+/- £30k)		
Current Budget 2016/17	61,836	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2016 £'000	Movement within Year £'000	Balance at 31st December 2016 £'000	Forecast Balance at 31st March 2017 £'000	Notes
General Reserve					
Service carry-forward	3,386	(1,950)	1,436	0	Account used for all of ETE
Sub total	3,386	(1,950)	1,436	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	250	
Sub total	218	0	218	250	
Other Earmarked Funds					
Deflectograph Consortium	61	0	61	50	Partnership accounts, not solely CCC
Highways Searches	33	0	33	0	
On Street Parking	1,593	0	1,593	1,600	
Bus route enforcement	169	0	169	0	
Highways Commuted Sums	579	(1)	578	600	
Guided Busway Liquidated Damages	2,783	(936)	1,848	1,483	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	38	59	0	
Proceeds of Crime	355	1	356	300	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	(12)	238	225	Partnership accounts, not solely CCC
Fens Workshops	56	5	61	28	Partnership accounts, not solely CCC
Travel to Work	253	0	253	198	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	70	
Olympic Development	2	0	2	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	28	(28)	0	0	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	10	14	24	0	
Other earmarked reserves under £30k - S&D	16	7	24	30	
Sub total	6,617	(911)	5,706	4,919	
Short Term Provision					
Travellers	43	(33)	9	0	
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	712	(33)	679	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	14,525	14,525	0	Account used for all of ETE
Government Grants - S&D	(348)	2,279	1,931	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	10,819	3,122	13,941	10,000	
Other Capital Funding - IMO	1,232	111	1,343	200	
Sub total	11,704	20,037	31,740	10,200	
TOTAL	22,636	17,142	39,779	15,369	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2016/17						TOTAL SCHEME	
Original 2016/17 Budget as per BP	Scheme	Revised Budget for 2016/17	Actual Spend (December)	Forecast Spend - Outturn (December)	Forecast Variance - Outturn (December)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	200	100	200	0	200	0
482	- Local Infrastructure Improvements	709	234	812	103	690	0
594	- Safety Schemes	594	129	554	-40	594	0
345	- Strategy and Scheme Development work	508	190	508	0	508	0
1,988	- Delivering the Transport Strategy Aims	2,487	436	1,971	-516	3,132	0
478	- Cambridgeshire Sustainable Transport Improvements	548	81	237	-311	237	0
23	- Air Quality Monitoring	23	13	23	0	23	0
15,461	Operating the Network	16,284	8,998	14,590	-1,694	15,879	0
	Infrastructure Management & Operations Schemes						
6,000	- £90m Highways Maintenance schemes	6,000	6,121	7,710	1,710	90,000	0
0	- Pothole grant funding	973	641	973	0	973	0
60	- Waste Infrastructure	219	153	173	-46	5,279	0
2,161	- Archives Centre / Ely Hub	1,799	137	497	-1,302	4,200	0
417	- Community & Cultural Services	797	-305	646	-151	1,540	0
705	- Street Lighting	705	0	0	-705	705	0
	Strategy & Development Schemes						
4,700	- Cycling Schemes	3,488	2,519	3,306	-182	17,598	0
1,336	- Huntingdon - West of Town Centre Link Road	700	2	700	0	9,116	0
14,750	- Ely Crossing	5,500	1,323	6,918	1,418	36,000	0
0	- Chesterton Busway	0	27	0	0	0	0
2,110	- Guided Busway	500	256	500	0	151,147	0
12,065	- King's Dyke	3,421	125	121	-3,300	13,580	0
500	- Wisbech Access Strategy	672	266	511	-161	1,000	0
	- A14	100	54	100	0	25,200	0
1,439	- Other Schemes	967	566	930	-37	6,710	0
	Other Schemes						
5,600	- Connecting Cambridgeshire	4,860	2,583	3,767	-1,093	30,700	0
85	- Other Schemes	85	0	85	0	680	0
71,699		52,139	24,649	45,832	-6,307	415,691	0
	Capital Programme variations	-10,500		-4,193	6,307		
71,699	Total including Capital Programme variations	41,639	24,649	41,639	0		

Revised Budget

The decrease between the original and revised budget is made up as follows:-

- Carry-forward of funding from 2015/16 due to the re-phasing of schemes which reported as underspending at the end of the 2015/16 financial year.
- The phasing of a number of schemes have been reviewed since the published business plan and this has resulted in a reduction in the required budget in 2016/17, most notably the schemes for Ely Crossing and King's Dyke.
- As previously reported, the Capital Programme Board recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

Current Spend

The payment to the Highways Service Contractor was not processed before month end due to Christmas break and therefore the actual expenditure is lower than originally expected. This will be rectified by the end of January.

2016/17 Forecast Spend

Delivering the Transport Strategy Aims

A number of schemes that were originally budgeted within the 'Cambridgeshire Sustainable Transport Improvements' and 'Operating the Network' lines are now being charged to the 'Delivering the Transport Strategy Aims' line as the schemes are Highway schemes and of a similar nature.

The final assessment work on Norwood Road, March has commenced with our Partner, Network Rail. The works have been delayed to avoid any disruption on the rail network and to ensure that best value is obtained for all. Due to the complexity of the scheme construction will now begin in 2017/2018 but the assessment period is currently being accelerated through close liaison with Network Rail. Funding through the March Market Town Transport Strategy has been agreed.

Safety Schemes

This area is expected to underspend by £80k as work on the scheme A10 SheprethMelbourn Bypass is now complete and is underspent.

Operating the Network - Traffic signal replacement

Due to issues with purchasing of land, a scheme on Cherry Hinton Road (Queen Edith's Way/ Robin Hood junction), £668k worth of expenditure will slip into 2017-18. The scheme is fully funded by S106 developer contributions.

£90m Highways Maintenance

£6m was initially allocated to this area in 2016-17 and spare funding from the previous year was rolled forward into future years. Historically although more work has been programmed than budgeted for the year, for a number of reasons schemes have slipped and expenditure has always been within the agreed budget. This year more schemes are being completed by the Contractor and total expenditure is likely to be nearer £7.7m. These additional schemes will therefore be funded by previous year's slippage.

Cambourne Library

Expenditure for this will not occur in 2016-17 as the scheme is yet to be finalised. This is all funded by S106 developer funding.

Replacement of accrued streetlights with LEDs

This scheme will not take place in 2016-17 as plans have not yet been finalised to achieve the required savings, as staff and contractor focus on completing the replacement programme.

Cycling schemes

There have been a number of changes affecting the following schemes, which have changed the expected out-turn figures :-

- **Yaxley to Farcet**

Initially work was planned to commence late summer, but at that point neither of the land deals had completed so it was not possible to start. One of the two land deals

has now completed, and the final one looks to be very close to completion. A revised start of works date has been set for 1st March 2017. There has been discussion with local members around an earlier date, but officers have advised against this due to concerns about wet ground conditions, given that the site is currently agricultural in nature. The delayed start date accounts for the reduced spend profile for this year.

- **Cherry Hinton High Street**

As well as the approved S106 developer funded cycling improvements, additional works were undertaken at the same time to maximise the road closure in place. These works included £170,000 to resurface the carriageway and £240,000 from the City Council to undertake streetscape improvements. All work has now been completed but invoicing for these additional work areas needs to take place, and thus it appears that the scheme is overspent which is not the case.

- **Lode to Quay**

This community led project has enjoyed strong support and thus objections through the planning process were not anticipated. Some objections were received which meant that the a decision had to made by the Planning Committee thus making for a delayed start and hence a reduced spend profile for this financial year. Planning consent is now in place and land agreements are now being finalised to allow a start and the main bulk of spend in 2017/18.

- **A10 Harston**

It was originally hoped to be on site in January 2017. A number of unanticipated issues were raised at consultation, for which it seemed prudent to resolve and thus take the scheme through a further round of consultation to ensure a good level of public buy in. This delayed the scheme, impacting on the spend profile for the current year. With scheme approval now in place and detailed design underway, works on site should commence in summer with the majority of spend now planned for 2017/18.

- **Bar Hill to Longstanton**

Officers have been working with both the A14 Project Team and the Northstowe developers to ensure a solution that fits with the A14 changes near to Bar Hill and the new Northstowe access road that links Northstowe with the B1050 between Bar Hill and Longstanton. This has taken longer than expected and thus the spend profile for 2016/17 has not been achieved.

Ely Crossing

The stage 1 developed design stage has been completed and a Stage 2 two (construction) target cost of £27.470,909 has been agreed. Initial work on site has now commenced and it is anticipated that the route will be open in spring 2018. It is anticipated that £6.9m will be spent in 2016/17.

Archives Centre

The majority of spend for this scheme is now likely to occur next financial year.

Connecting Cambridgeshire

This scheme is likely to be extended within the existing funding. The rollout contract with BT includes a “claw-back” provision which requires BT to reinvest any surplus profits into further broadband rollout if take-up exceeds the original forecast.

Although the current Superfast coverage exceeds that in many surrounding counties and is amongst the highest nationally, the heavy reliance on and high take up of Superfast broadband services amongst businesses and residents in Cambridgeshire means there is significant pressure to provide service for the “final 5%”, (approximately 18,000 premises) which are not covered in current rollout plans.

Whilst it is unrealistic to target 100% of premises with Superfast broadband, it is possible to significantly reduce the “final 5%” with a third rollout phase.

King’s Dyke

Planning permission has been granted and the tender package prepared. Agreeing arrangements for access to private land for ground investigation surveys is continuing to cause delay the completion of the works information. Given the amount of earthworks within the scheme, this is critical information for contractors to inform the tendered price, eliminate risk and provide greater cost certainty. Officers are continuing to work with the legal team and the land owner to agree access arrangements if possible, before taking legal action to gain entry. This has impacted on the programme and the key stages along with earliest expected dates for delivery are shown below. Options to mitigate programme impact are being considered and will be discussed at the Project Board.

Stage	Target Date
Planning application submitted	December 2015
Application determined	March 2016
Procurement and contract document preparation (Other than G.I)	November 2016
Publish Orders/objection period	December 2016
Agree Ground investigation access, complete survey and analysis report	December 2016
Tender issued	January 2017
Tender return	April 2017
Works package award approved by E and E Committee	June 2017
Detailed design	September 2017
Site mobilisation and construction	September/November 2017
Scheme open	September/November 2018

Meeting key stages is dependent on land access and acquisition, concluding agreements with Network Rail and agreeing a contractor’s programme. Any objection to Compulsory Purchase Orders may add a year into the programme. Similarly Network Rail agreements may add to the programme, but on-going liaison with Network Rail is aiming to mitigate this risk.

Spend for this scheme is now likely to occur next year due to land access and legal issues with the land owner.

Key changes to the programme are reported to the Project Board which meets every 2-3 months.

Capital Funding

2016/17				
Original 2016/17 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2016/17 £'000	Forecast Spend - Outturn (December) £'000	Forecast Funding Variance - Outturn (December) £'000
17,781	Local Transport Plan	17,789	16,381	-1,408
2,682	Other DfT Grant funding	2,908	2,908	0
17,401	Other Grants	9,593	7,550	-2,043
5,691	Developer Contributions	5,777	4,058	-1,719
18,155	Prudential Borrowing	12,705	11,261	-1,444
9,989	Other Contributions	3,367	3,674	307
71,699		52,139	45,832	-6,307
	Capital Programme variations	-10,500	-4,193	6,307
71,699	Total including Capital Programme variations	41,639	41,639	0

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	-3.6	This reflects slippage or rephasing of the 2015/16 capital programme to be delivered in 2016/17 which was reported in November 16 and approved by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-16.4	Rephasing of grant funding for Ely Crossing (£4.75m) & King's Dyke (£11.3m), costs to be incurred in 2017/18
Revised Phasing (Section 106 & CIL)	-1.4	Rephasing of Cambridge Cycling Infrastructure (£0.7m) & Huntingdon West of Town Centre (£0.6m), costs to be incurred in 2017/18
Revised Phasing (Prudential Borrowing)	-1.9	Revised phasing of Guided Busway spend, Connecting Cambridgeshire and the Archives centre.
Revised Phasing (DfT Grant)	-0.8	Revised phasing of Cycling City Ambition Fund

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

a) Economy & Environment

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Adult Learning & Skills									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work	High	↔	To 31-Dec-2016	266	2,200	R	A	Figures to the end of December show that there are currently 266 learners taking courses in the most deprived wards. This is below target, but figures are expected to increase during the year as partners run multiple short courses. A targeted programme has started, focusing on increasing the participation in these deprived areas. The number of people completing courses will not be recorded until the end of the academic year. The target of 2,200 is end-of-year.
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people starting as apprentices	High	↑	2015/16 academic year (provisional)	4,320	4,574	G	G	Provisional figures for the number of people starting as apprentices during 2015/16 is 4,320, compared with 4,200 during 2014/15 - an increase of 3%. This means that the 2015/16 target of 4,158 was achieved.
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 31-Dec-2015 = 92.6%		95.2% by June 2017	G	A	The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 30-Jun-2016 = 35.6%		Contextual			Figures to the end of June show that the average take-up in the intervention area has increased to 35.6% from 33.6% in March.
Economic Development									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↔	To 30-Jun-2016	78.7%	80.9% to 81.5%	A	A	<p>The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).</p> <p>The 12-month rolling average remains at 78.7%, which is below the 2016/17 target range of 80.9% to 81.5%. 23.4% of these jobs are part-time.</p> <p>Due to economic uncertainty the target remains challenging.</p>
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↔	May 2016	Gap of 6.4 percentage points Most deprived areas (Top 10%) = 11.3% Others = 4.9%	Gap of <=6.5 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	<p>The 2016/17 target of <=11.5% is for the most deprived areas (top 10%).</p> <p>Latest figures published by the Department for Work and Pensions show that, in May 2016, 11.3% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 4.9% of those living elsewhere in Cambridgeshire.</p> <p>At 6.4 percentage points the gap is the same as last quarter and is narrower than the target of <=6.5 percentage points.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Additional jobs created	High	↓	To 30-Sep-2015	+6,300 (provisional)	+3,500	G	A	<p>The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16 target of +3,500 additional jobs has been achieved.</p> <p>This information has recently been published by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.</p>
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	Nov-2016	340,886	Contextual			The Guided Busway carried around 341,000 passengers in November, and there have now been over 17.7 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.76 million.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.5 million	19 million	R	R	<p>There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16, representing a decrease of 400,000 compared with 2014/15.</p> <p>The drop in performance is part of a national trend which the Department of Transport (DfT) have reported as a</p>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									2.1% decline in England, outside of London, for 2015/16. There is a chance of growth in the future through the City Deal, but equally these could be offset by cuts through budget reduction. These two changes are unlikely to take effect until 2017/18 so it is unlikely that the 2016/17 target of 19 million bus passenger journeys will be achieved.
Planning applications									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	Dec-2016	100%	100%	G	G	Ten County Matter planning applications have been received and determined on time since April. There were 15 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All 15 applications were determined on time.
Traffic and Travel									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015. Overall growth from the 2004-2005 average baseline is 62.5 percent which is better than the Council's target of 46%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↓	2014/15	Fenland = 81.1% Other excluding	Fenland = 86.3%	A	A	Latest figures published by the Department for Transport show that in 2014/15, 81.1% of Fenland residents walked or cycled at least once a


Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
					Cambridge = 89.4%				<p>month. This a reduction compared with 2013/14, which is disappointing, although, because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant.</p> <p>Excluding Cambridge, the latest figure for the rest of the County is 89.4%. The gap of 8.3 percentage points is only slightly less than the 2012/13 baseline gap of 8.7 percentage points.</p> <p>A large number of schemes have been undertaken across most parishes in Fenland to further promote cycling and walking including new cycle routes, new footways, large maintenance schemes, general improvements and whole town centre redesigns.</p> <p>During 2015/2016 Cambridgeshire was awarded funding from the Government for a project in Wisbech from the Local Sustainable Transport Fund (LSTF). The project included Sustrans undertaking cycling work with schools and the County Council Travel to Work Unit working with employers in Wisbech to encourage more sustainable travel for commuting.</p> <p>In addition to this, the Cycling Projects team regularly work with Fenland District Council and their Transport team to undertake surveys and audits with the Transport Strategy Team helping to determine some of the improvement schemes.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	The average journey time per mile during the morning peak on the most congested routes	Low	↓	Sep 2014 to Aug 2015	4 minutes 52 seconds	4 minutes	R	A	<p>At 4.87 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is worse than the previous year's figure of 4.45 minutes.</p> <p>The target for 2016/17 is to reduce this to 4 minutes per mile.</p>

b) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
ETE Operational Indicators									
Monthly	Operating Model enabler:Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of Freedom of Information requests answered within 20 days	High	↑	Nov-2016	93%	90%	G	G	Forty-three Freedom of Information requests were received during November (the same as in October). Provisional figures show that ninety-three percent were responded to on time (the remaining 3 requests are currently being clarified). Two hundred and forty-one Freedom of Information requests have been received since April and 93.4% of these have been responded to on-time. This compares with 98.2% (out of 222) and 97.2% (out of 213) for the same period last year and the year before.
	Operating Model enabler:Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of complaints responded to within 10 days	High	↔	Nov-2016	95%	90%	G	G	One hundred and two complaints were received in November. Ninety-five percent of these were responded to within 10 working days. The majority of complaints for Infrastructure Management & Operations were for Highways and 46 out of the 50 received were responded to on time. The majority of complaints received by Strategy & Development were for Passenger Transport and 51 out of the 52 received were responded to within 10 days. The year-to-date figure is currently 93%.

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Operating Model enabler:Having Councillors and officers who are equipped for the future								
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↔	To Nov-2016	3 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average has dropped slightly from 3.3 to 3 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During November the total number of absence days within Economy, Transport & Environment was 135 days based on 572 staff (f.t.e) working within the Service. The breakdown of absence shows that 106 days were short-term sickness and 29 days long-term sickness.</p>

		AGENDA ITEM: 10
ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN	Published 3rd January 2017 Revised 31 st January 2017	 Cambridgeshire County Council

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

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

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

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

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

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

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

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
09/02/17	Park & Ride Funding –Alternative funding arrangements for Cambridge Park and Ride Service	Paul Nelson	2017/007	2.00 p.m. Tuesday 10 th January (March Library)	26/01/17	31/01/17
	East Cambridgeshire Local Plan	Colum Fitzsimons	Not applicable			
	Progress review of the Energy Investment Unit Business Case	Sheryl French	Not applicable			
	Ely Bypass – Cycle Underpass	Brian Stinton	Not applicable			
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
09/03/17	Bikeability Cycle Training Funding	Mike Davies	Not applicable	9.30 a.m. Tuesday 7 th February Room 308	23/02/17	28/02/17
	Member Led Review of Cycle Infrastructure Schemes	Tamar Oviatt-Ham	Not applicable			
	Greater Cambridge Greenways	Mike Davies	Not applicable			
	Connecting Cambridgeshire Plan to 2020	Noelle Godfrey	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			
[06/04/17] Provisional Meeting As Purdah starts 22nd March the suggestion is that as this meeting should be cancelled.	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	9.30 a.m. 7 th March Room 308	23/3/17	28/3/17
	Business Planning	Graham Hughes	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
01/06/17	Adult Learning Self-Assessment	Lynsi Hayward-Smith	Not applicable			
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 20 th April Room 308	18/05/17	23/05/17
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
13/07/17	Kings Dyke Update/Appointment of Framework Contractor	Brian Stinton	2017/004	2.00 p.m. Thursday 8 th June Room 308	29/06/17	04/07/17
	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			
10/08/17	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 11 th July Room 128	27/7/17	01/08/17
	Business Planning	Graham Hughes	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
14/09/17	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	9.30 a.m. Tuesday 8 th August Room 308	31/08/17	05/09/17
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
12/10/17	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 7 th September Room 128	29/09/17	03/10/17
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
16/11/17	Allocations of Integrated Transport Block Funding Transport	Elsa Evans	2017/005	2.00p.m. Tuesday 10 th October Room 308	02/11/17	07/11/17
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Emma Middleton	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
7/12/17	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 31 st October Room 308	23/11/17	28/11/17
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
11/01/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00 p.m. Thursday 5 th December Room 128	28/12/17	02/01/18
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
8/02/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 4 th January 2018 Room 308	25/01/18	30/01/18

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
8/03/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		22/02/18	27/02/18
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
12/04/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		29/03/18	03/04/18
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
24/05/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		10/05/18	15/05/18
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
<p>To be programmed</p> <p>Kings Dyke Update/Appointment of Framework Contractor - Removed from 9th March Committee as there have been project delays with the landowner.</p> <p>Author/presenter: Brian Stinton This is a key decision</p> <p>Thanks.</p> <p>Regards. Catherine</p>						
<p>Reserved for Final Council approval: Local Transport Plan</p>						

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

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

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

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

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

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

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