

ECONOMY AND ENVIRONMENT COMMITTEE



Date: Thursday, 24 May 2018

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. Notification of Appointment of Chairman and Vice Chairman

Annual Council on 15th May appointed Councillor Bates as the Chairman and Councillor Wotherspoon as the Vice Chairman.

2. Apologies for absence and declarations of interest

Guidance on declaring interests is available at

<http://tinyurl.com/ccs-conduct-code>

3. Minutes 12th April Economy and Environment Committee

5 - 24

4. Minute Action Log

25 - 32

5. Petitions

A petition titled 'Save the 46 Bus route' has been received. As there are over 50 valid signatures a spokesperson for the petition will present it to the meeting.

KEY DECISIONS

- | | | |
|-----------|--|----------------|
| 6. | Cambridgeshire Archaeological Services Framework Re-Procurement | 33 - 38 |
| 7. | Wisbech Access Strategy | 39 - 80 |

INFORMATION AND MONITORING

- | | | |
|------------|---|------------------|
| 8. | Finance and Performance Report - Outturn 2017-18 | 81 - 116 |
| 9. | Agenda Plan, Training Plan and Appointments to Outside Bodies, Partnership Liaison and Advisory Groups | 117 - 150 |
| 10. | Proposed Date of Next Meeting - 12th July | |

The Economy and Environment Committee comprises the following members:

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

Councillor David Ambrose Smith Councillor Henry Batchelor Councillor David Connor
Councillor Ryan Fuller Councillor Derek Giles Councillor Noel Kavanagh Councillor Steven Tierney Councillor John Williams

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

Clerk Name: Rob Sanderson

Clerk Telephone: 01223 699181

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

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

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday, 12th April 2018

Time: 10.00 a.m. to 11.30 a.m.

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

Apologies: D Adey, D Connor, D Giles and N Kavanagh

101. DECLARATIONS OF INTEREST

None

102. MINUTES

The minutes of the meeting held on 8th March 2018 were agreed as a correct record.

103. MINUTE ACTION LOG

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

Minute 97 Wintringham Park Planning Application

- a) Further to the response included on the March agenda which had already been sent to the District Council, the Members comments made at the March meeting were verbally reported on from Council officers to the District Council, with the application subsequently approved by Huntingdonshire Development Management Panel. Section 106 negotiations were continuing. In addition, an education addendum had been prepared and a meeting set up between County Council and District officers to address the issue of child yield calculations in development sites.
- b) The letter to Highways England highlighting the need for the A428 upgrade to be expedited in advance of the development being built, was sent on 4th April and had been included as an appendix to the Committee running order received by the Committee in advance with public copies made available at the meeting. **The letter is attached as Appendix 1 to these Minutes.**

Minute 16 - Bikeability Cycle Training sponsorship

With reference to the above for which a report on funding options was due to come back to the June meeting, one Member asked if officers had approached 'Cambridge Assessment' on whether they could provide any assistance. **Action: The Democratic Services officer indicated that he would ask the question of the lead officer for cycle projects following the meeting.**

The Minute action log with the above updates was noted.

104. PETITIONS AND PUBLIC QUESTIONS

No petitions were received. One public question had been received and as it related to the first substantive report on the agenda was taken as part of the proceedings for that report as set out below in Minute 105.

105. ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT

This report was presented to the Committee to report changes to the cost and programme for delivering the Ely Southern Bypass and to consider the requirement for additional funding.

In 2011 the County Council committed to deliver a solution to the long-standing congestion problems caused by the layout of the level crossing and underpass on the A142 at to the southeast of Ely and agreed to borrow, if necessary, the full cost of an appropriate scheme. Full option appraisals were undertaken and following this the most viable solution was for a bypass to the south of the city, crossing the river great Ouse, its floodplain and railway lines. On 25th November 2014 this Committee approved procurement of the design and construction through a New Engineering Contract 3 (NEC3), Target Cost, two-stage Design and Construct contract.

Following a long, iterative development and approval process, the Project Board set up to oversee the detail discussed the risks in shortening the tender and design time, but emphasised the importance of quick delivery of the scheme. The tender documents and contract were prepared to facilitate the earliest possible start on site and the contract was tendered on the basis of the indicative design developed for the planning application. Stage 1 would develop this into a more detailed engineering design, with Stage 2 being design completion and construction. The Stage 1 contract (developed design) was awarded in August 2016. The developed design was used to derive a Target Price for the full engineering design and construction. A Target Price of £27,470,909 for the design completion and construction was agreed and work on site commenced in January 2017. It was reported at the time that this sum held no risk or contingency and that additional funding would need to be sought to meet any increase in cost.

The report and officer introduction explained that during construction a number of significant challenges had arisen which resulted in increases to the scope and quantity of work that the contractor had to undertake, contributing to the cost increase resulting in significant cost escalation and an extension to the programme. As construction had progressed, a number of issues arose principally related to the combination of the complexity of the design of the structures necessary to mitigate the environmental impact and secure planning consent, ground conditions, third party requirements, site constraints, and the requirement for the quickest possible delivery. It was explained that ground conditions were even worse than had been expected and that bore hole analysis indicated that while going 30 metres down had been expected to provide sufficient friction to support piling, in the event they had to go down to 40 metres to find sufficient support which in turn required additional concrete and steel materials.

In terms of current progress, all railway bridge beams were now installed and river viaduct beams were being placed, both of which are key milestones in the project, and while completion had originally been set at May 2018, the forecast was now October.

Edward Leigh from Smarter Cambridge Transport who had given notice to speak and submit a question in line with the Council's Public Speaking provisions was next invited to address the committee. His presentation as background to his question included:

- In acknowledging that there was not any issue regarding the need for such a bypass, his concern was more the cost and whether a cheaper alternative should have been investigated further. He highlighted that in his view the requirement for fast construction had increased the cost, some of which was due to insufficient initial design.
- He highlighted that the repayment of the additional borrowing requirement of £13m would come out of the Council's revenue budget, which was already under severe pressure and as an additional spending commitment would necessitate further cuts to services. As a point of reference, he highlighted that the initial annual loan repayment was comparable to the savings sought by closing children's centres.
- The contract strategy chosen effectively placed no upper bound on the contract price, with the risk shared with the contractor. However, given the size of the Council's additional commitment, it looked like the contractor's additional direct costs would be met, with only their profit margin reduced. He also questioned whether without an independent audit, the Council could be sure of the costs presented by the contractor.
- General Purposes Committee had no choice but to agree the additional costs but its decision would impact on the Council's available finances for the next 40 years and questioned whether if the Council had been aware of the full potential costs, it would have agreed to the option pursued.

His question to the Committee was: "How does this committee justify its decision to pursue a high risk contract strategy, with no upper bound on the costs and no contingency to cover the inevitable overspend, which will now necessitate further cuts to council services to fund loan repayments?"

The Chairman invited any questions of clarification. In response to a question from a Member, Mr Leigh confirmed that he would have expected a contingency sum to have been included in the contract estimates to take account of contract cost increases, as in his opinion, the contract strategy approved had been high risk.

The Chairman indicated to Mr Leigh that in order to provide a comprehensive response to his question, he would receive a formal response in writing within ten working days from the date of the meeting. **Action: Brian Stinton to provide draft to Cllr Bates to enable the response to be sent.**

Two other written representations from the Cllr Richard Hobbs Right Worshipful Mayor of the City of Ely Councillor for the City of Ely Council and District Council for Ely East and from local County Councillor Bill Hunt both supporting the report recommendations, were read out at the meeting. **These are included at appendix 2 to these minutes.**

Questions / issues raised by Members included:

- Due to the cost increase in the project for which the Council had no choice but to agree, there was a request that Internal Audit should review the costs of the project and what lessons could be learnt. It was indicated that Internal Audit would be reviewing the project as part of their review of larger capital programme overspends. **Action: Democratic Services to inform Internal Audit of the Committee's requirement that such a review is undertaken and that their conclusions should be shared with this Committee.**
- Reference was made by a Member to Network Rail's and Keir Group's bridge project over the river Ouse in 2007 which as a matter of public record had cost £9m to span 100 metres due to similar geological difficulties. He suggested that on this basis it seemed incredulous that a report to the Committee was saying that a project of the magnitude of the Ely Bypass would only cost three times as much. He suggested that if reference to this project had been included in the original report this could have given more context to Members questioning the cost proposals originally presented. In reply it was explained that reference had not been made to this project in the original report but that officers were well aware of its contents. Officers were aware of the poor ground conditions and had conducted bore hole investigations but it was only excavations during construction that had provided the evidence of how much deeper foundations would have to be dug. As an example dry dust had been found in some of the excavations for the piles supporting the bridges, which had not been found in the trial boreholes.
- Another Member asked whether a Benefit Cost Ratio (BCR) calculation had been undertaken with the revised costs. It was explained that the BCR calculations that had previously been undertaken had not been revised, but were considered to have underestimated the benefits, as the congestion caused by the level crossing had restricted traffic growth on the A142 and the scheme had significant wider benefits for the economy over a large part of the County.
- One Member questioned the remit of the Project Board, suggesting that they had taken decisions that should have come back to full Committee and did not have the democratic mandate to take decisions regarding Council borrowing. It was clarified in response that the Project Board was only advisory, as the original Committee decision had delegated to officers the authority to make detailed decisions once the contract had been agreed.
- Reference was also made to the Board's emphasis that the Project should not be delayed (paragraph 1.5), suggesting that it would have been better to have delayed by six months to ensure better information was available on the project risks, as it would potentially last a 100 years. In reply it was stated that the short procurement and design period was not considered to have significantly affected

the final cost, as the additional costs reflected the actual cost of construction, and the effect of a longer procurement and design periods would have been to establish these costs before construction began. On the figures provided and making reference to the additional cost of piling only adding £88k to the cost, there was a request for greater clarity regarding what the actual additional cost was due to the ground conditions. Also the figures provided in the appendix did not appear to add up to the total being reported as additional required expenditure. It was explained in reply that the cost of £88k was for sheet piling for the temporary coffer dams around the foundations and not for the bored piling that formed the bridge foundations. The breakdown in Appendix 2 had only included the larger items over £40,000. There were a considerable number of smaller cost items that had not been listed. The intention had been to show only the significant items that had contributed to Estimated Scheme cost increase.

- Councillor Jenkins made reference to an amendment that he had made to the original recommendations in 2014, seconded by the then Councillor Mason, which had been agreed to appoint an independent person to sit on the board and asked if this had happened, and whether they had contributed to the Board's discussions. With reference to a paragraphs 2.1 and 2.2 there was a request to explain why the management and supervision cost had increased three times as referenced in Appendix 2 to the report. In response to the above questions it was explained that WYG had been brought in as independent project managers and supervisors as had been requested to scrutinise costs. When it became clear that there were additional unexpected costs, County Council officers requested that WYG brought in additional staffing resources in order to be able to scrutinise every invoice and bill, and this considerable, additional resource was the reason for the increase in cost.
- Asking how confident the officer team were that the ceiling had been reached and that there was still not the risk of additional, substantial unexpected costs. The response was that confidence was now at its highest given that all large costs had been identified and with the bridge beams now in place over the river, the risks were reducing by the day. There was even the possibility that the road might come in slightly under the new estimated cost.

In line with the Constitution, a recorded vote having been requested by five members of the Committee, was subsequently taken on the report recommendation. The results were nine votes in favour (Councillors D Ambrose-Smith, I Bates, R Fuller, L Harford, D Jenkins, L Jones, S Tierney, J Williams and T Wotherspoon) no votes against and no abstentions.

It was therefore resolved unanimously to:

Note the increase in scheme costs and request General Purposes Committee (GPC) to allocate the additional funding required of £13m to complete the scheme.

106. CAMBRIDGESHIRE AND PETERBOROUGH DRAFT MINERALS AND WASTE LOCAL PLAN PRELIMINARY DRAFT

On 10 August 2017 this Committee agreed to proceed with the preparation of a new Minerals and Waste Local Plan along with a timetable to be prepared jointly with Peterborough City Council to set out planning policy to guide future minerals and waste development, and planning decisions on such proposals, over the period to 2036. When adopted, it would replace the existing Minerals and Waste Plan (Core Strategy 2011 and Site Specific Proposals Plan (2012)). This report asked the Committee to consider the preliminary draft Cambridgeshire and Peterborough Minerals and Waste Local Plan for the purposes of undertaking public consultation commencing in May 2018.

This first stage preliminary consultation (often described as an 'issues and options' stage) aimed at seeking views from consultees, including the public, on what the new Plan should contain. It sets out key issues and options, and what the proposed approach or policy might be, with the purpose of encouraging a meaningful debate and obtaining feedback to inform drafting a full local plan for further public consultation. It did not include any sites for mineral or waste management development as at this stage it was not yet known how much mineral and new waste management capacity was needed.

In terms of mineral supply the reports sought views on the suggested key elements that could inform the level of provision for aggregates and also where mineral extraction should be located. The report detailed the factors which might influence the location of waste management facilities for which views would also be sought and which are indicators of the security of supply and the additional provision that may need to be made.

Part two of the document invited a 'call for sites' to the industry, landowners, and other parties and also sought views on whether sites allocated in the existing Plan should be carried forward. The preliminary draft also set out for discussion potential policies which might be used to guide decisions on planning applications. This included important matters such as highway impacts and effects on biodiversity. It was highlighted that the impact of the movement of mineral and waste by Heavy Commercial vehicles (HCV's) had been a key concern when the last Plan was prepared; and it was suggested that a more robust approach could be taken in the new Plan to propose close proximity to the HCV network as being a factor embodied in the spatial strategies to guide the location of new development; and a policy requirement to show how proposals relate to and would use the HCV network; as well as how routing arrangements being put in place and enforced. Views received would inform the draft policies included in the full plan which will be published for consultation in 2019.

The following three single sheet key diagrams were tabled for Members as helpful background documents on geology and existing allocations / sites with copies being made available for the public:

Minerals – including details on existing significant facilities, geological features of where the deposits were in the County, strategic allocations and broad locations for future facilities (**Appendix 3 to these Minutes**)

Waste Management - including details on existing significant facilities, strategic allocations and net waste optimal localities (**Appendix 4 to these Minutes**)

Waste Arising 2016 pie chart - showing the breakdown of waste produced in the Plan area of which 16% municipal was from households which would rise as more housing was built. (**Appendix 5 to these minutes**)

Issue raised by Members included:

- Asking with reference to the 12 headline objectives set out on pages 48-51, what process and analytical tools was used to determine which were more important to ensure public confidence in the robustness of the approach. In response it was indicated that weighting was allocated to the objectives but that this had to be undertaken on a site by site basis using relevant policies and national site assessment methodology documents, as for example health and well-being might be a higher consideration on one site compared to another. However as there would always be grey areas this was where member input was welcomed as they might in some cases chose a different weighting for a particular objective. The headline objective would be considered in the sustainability appraisal as part of the public consultation, and the draft site methodology was also being published to demonstrate how sites would be assessed by officers: so it was noted that both documents would be available for comment as part of the public consultation.
- It was suggested that the consultation should emphasise that it was an 'issues and options' document as this was likely to attract greater interest from the public, alerting them to its actual contents, rather than the more formal title.
- The need on major construction sites to seek to use borrow pits once they were no longer needed, to help contribute to flood mitigation schemes. The Member who raised it had particular concerns as in her experience on borrow pits was that access to them was often prevented to enable them to be used for this purpose as the land where they were located was often privately owned. The officer understood the concerns expressed and while the Plan could be used for a minerals application as part of a development assessment, it was taken out of the hands of the County Council when it was not involved in the delivery.
- It was suggested by one Member that the table in 2.5 should be turned into a graph. In reply it was explained this was not possible as there were such a mixture of factors.
- In reply to the question on where energy recovery from waste fitted in, this was to be looked at in detail as part of reviewing the waste needs assessment. This would involved looking at the forecast need for energy recovery: including that which may arise from diverting waste from landfill. It was also explained that from early indications from the waste needs assessment (to be published as part of the public consultation) that there was a predicted shortfall in Energy Recovery from 2016.
- It was suggested that a seminar should be organised in due course with the invitation extended to not only all County Councillors, but also district councillors.

Action Emma Fitch / Ann Barnes

It was resolved unanimously to:

- a) approve the attached Cambridgeshire and Peterborough Minerals and Waste Local Plan - Preliminary Draft for the purpose of public consultation commencing in May 2018.
- b) delegate to the Executive Director, Place and Economy in consultation with the Chairman and Vice Chairman of the Committee, the authority to make any minor non-consequential amendments to the consultation document attached, prior to consultation.
- c) delegate to the Executive Director, Place and Economy, in consultation with the Chairman and Vice-Chairman of the Committee, the authority to make more substantive changes to the document prior to consultation, if it would address any substantive suggested amendments arising from the Report's consideration by Peterborough City Council's democratic process.

107. FINANCE AND PERFORMANCE REPORT – FEBRUARY 2018

The Committee received the latest Finance and Performance Report for the period to the end of February 2018 to enable it to comment on the projected financial and performance outturn position. It was explained that the Outturn Report would be reported to the next Committee meeting.

The main issues highlighted were:

Revenue: the one major change since the last report was the increased forecast overspend on winter maintenance (An increase of £496k) due to the need for the service to respond to the severe weather conditions with increased gritting provision and highways remedial works. This overspend figure had been reduced as a result of several smaller new underspends with the forecast bottom line position across the Economy, Transport and Environment (ETE) budget being a £234k overspend.

Capital; the following two changes were reported whereby the in-year forecast expenditure had reduced and the expenditure and budget was to roll forward to the new financial year:

- King's Dyke: Land costs, which were assumed to be spent in 2017/18, will now be paid in 2018/19 creating additional in-year slippage. Forecast spend this financial year is now £1.6m against the budget profile of £6.0m.
- Guided Busway: part one compensation payments are likely to be a maximum of £500K creating slippage of £700K in total.

Performance: on the twelve performance indicators: one was currently showing as red (the average journey time per mile during the morning peak on the most congested routes) four were showing as amber (the same as in the previous report), and seven green (the same as in the previous report). At year-end the current forecast was that no performance indicators would be red, five would be amber and seven green.

With reference to page 118 on the Performance Indicators one Member wished to place on record her appreciation of the performance on '*the percentage of County Matter Planning Applications determined within 13 weeks*' which reflected incredibly well on the staff involved. There was a request that the Committee's acknowledgment of the performance was passed on to the relevant staff. **Action Graham Hughes / Sass Pledger.**

One Member asked with reference to those performance indicators with a specific health benefit whether any of the performance indicators had been developed in consultation with other committees, as she had not seen any request for comments at any of the Health Committee meetings she had attended. The Executive Director provided assurance that the relevant indicators were developed working closely with colleagues in Public Health, but acknowledged that in the past they had not been shared with the Health Committee. Officers were currently in the process of reviewing the current performance indicators set and a report was scheduled to be received at a future committee. The point she had made regarding inviting other committee's comments / input into future proposed performance indicators could be looked at as part of this review. **Action: Graham Hughes / Tamar Oviatt-Ham**

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

108. ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Oral updates were provided on the following seminars requested by the Committee:

- **Page 145 the Combined Authority** slot due to have been included as part of the Member seminar on 16th March had been cancelled at the request of the Combined Authority. Officers were seeking a new date from them which could potentially involve a replacement date in June.
- **Page 148 A14 site visit** – as an oral update it was reported that the final invitation for the 12 places available had been opened up to all Councillors, with nine confirmed expressions of interest. The site visit took place on the afternoon of 10th April with the following Members attending (main Committee Members highlighted in bold representing 20% of the Committee):

Bates, Batchelor, Criswell, Dupre, Hunt, Jenkins and Wotherspoon.

Feedback received from the Chairman and Vice Chairman was that it had been a very interesting visit and included being informed that the A14 construction ran at a daily cost of £2m and that to run the administrative operation involved 1,500 to 2,000 workers.

The Chairman indicated that if any other Members wished to go on a similar visit they should contact Democratic Services who would make arrangements with the relevant officers.

- **Page 150 seminars still to be arranged item 14 'section 106' and item 15 'new developments'**

Due to the amount of training already undertaken and the nature of the topics, it was agreed at the last meeting that the above outstanding requested seminars should utilise the existing monthly Member seminar programme. It was orally reported that they were not likely to be scheduled till at least the early Autumn, as the programme was already fully booked for the next few months.

One Member again reminded officers that any confirmed seminars should be the subject of a formal invite, and not just by e-mail notification. Another Member made the point that as a number of the Committee worked, it would be appreciated if officers could look at arranging seminars to help accommodate their requirements and avoid if possible, having to take a full day out or if that was the case, it should be on the same day as the Committee, if at all practicable.

It was resolved:

- a) To note the Training Plan.
- b) To request that officers look to arranging future seminars where practicable to either follow on from a meeting of the Committee or to schedule them in the morning or late afternoon to take account of working Members to help avoid them having to take a full day off.

109. ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN AND APPOINTMENTS TO OUTSIDE BODIES

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

It was resolved:

- a) To note the agenda plan with the following changes since the version published on the agenda:

The following two reports being rescheduled from the 24th May to 14th June Committee.

- Planning Obligations Strategy
- Waterbeach Supplementary Planning document.

- b) That the June reserve date would now be going ahead as a full Committee meeting due to the number of reports that had been added to the agenda.

110. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 24th MAY 2018

**Chairman:
24th May 2018**

My ref: A428 scheme
Your ref:

Date: 4th April 2018

Contact: Councillor Ian Bates
Telephone: 01223 706398
E Mail: ian.bates@cambridgeshire.gov.uk



Economy, Transport and Environment

Mr David Abbott
Highways England
Woodlands
Manton Lane
Bedford
MK41 7LW

Box No SH1102
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Dear Mr Abbot

Re: A428 scheme and its importance in supporting immediate development opportunities in Cambridgeshire

On behalf of the Cambridgeshire County Council Economy and Environment Committee, I write to express the importance of the timely delivery of the Highways England (HE) proposal to provide a dual carriageway on the A428 between Black Cat roundabout and Caxton Gibbet and to improve the Black Cat roundabout.

This letter follows the Economy and Environment Committee's consideration of the Wintringham Park development proposals, during which a strong emphasis was placed on the importance of the A428 improvements.

The A428 is a key route in an area of the country with considerable planned growth in housing and employment, including the Saint Neots Eastern Expansion (Loves Farm and Wintringham Park), new communities at Cambourne and Bourn, potential expansion of the West Cambridge site, and indeed growth beyond the corridor in Cambridge City and South Cambs that the A428 connects to (such as the Northern Fringe via the A14). Development proposals are advancing now, and assume the future delivery of this committed scheme. It is essential that this strategic highways infrastructure is in place to support their delivery.

Wider population and employment growth proposals should also be noted outside of Cambridgeshire, including the significant expansion of Milton Keynes, substantial growth set out in Central Bedfordshire's five year plan, and major housing growth programmed in Bedford. This growth will place further importance on the A428 as a connection in and out of Cambridge.

The scheme is required to reduce congestion and delays that currently affect the corridor, thus improving journey time reliability and providing that much needed capacity to support development and our growing economy. The scheme will also improve safety, network resilience and reduce environmental impacts.

Prompt delivery of the project is key to unlocking the aforementioned growth, supporting the delivery of Cambridgeshire's respective Local Plans. HE has previously communicated delivery timescales of 2020/2021.

I would be grateful if you could reconfirm these timescales, noting the pressing need for this important infrastructure, as project delays will lead to a worsening of the current challenges.

Yours sincerely,



Councillor Ian Bates
Chairman Economy & Environment Committee

Cc Heidi Allen MP (South Cambridgeshire)
Jonathan Djanogly MP (Huntingdon)
Daniel Zeichner MP (Cambridge)
Mark Lancaster MP (Milton Keynes North)
Mohammad Yasin MP (Bedford)
Nadine Dorries MP (Mid Bedfordshire)
Martin Tugwell (England's Economic Heartland)

**LOCAL ELECTED MEMBER REPRESENTATIONS – ELY SOUTHERN BYPASS
– COST AND ADDITIONAL FUNDING REQUIREMENT.**

**A) From Cllr Richard Hobbs Right Worshipful Mayor of the City of Ely
Councillor for the City of Ely Council and District Council for Ely East**

Dear Cllr Bates

I am writing to you not only as Mayor of the City of Ely, but also as the Ward representative for Ely East for both District and City Council, in support of the recommendation being put to Committee to allocate further funds for the completion of this vital project.

The Ely Bypass has huge benefits for the City of Ely as it connects the A142 at Angel Drove to Stuntney Causeway, including bridges over the railway line and the River Great Ouse and its floodplains. We have suffered from severe congestion in and around Ely for many years as well as the damage caused to our roads and historic buildings because of the heavy traffic that use Ely as a thoroughfare.

The residents of Ely, Soham and the surrounding villages have welcomed this solution and want it completed as soon as possible. We understand the complexities of such a venture, building as you are, over the floodplains and within a Heritage area but were pleased that such care had gone into designing a quality bridge which would not only improve the City but also provide a landmark in its own right. The walkway will also be a tourism feature as it provides stunning views of the Cathedral.

We need the completion of this project now and I would urge the Committee to support the recommendation to provide the necessary finances to do this.

B) From Councillor Bill Hunt

I am the local County member for the A1123 which goes from Downfields Roundabout at Soham (on A142) through Wicken, Stretham, Wilburton, Haddenham to Earith Bridge. I am also a resident of Ely.

The A1123 has had many fatal accidents and in Wilburton one particular house has been "written off" twice by traffic that was travelling too fast and left the road. "My" villages have many old houses that are close to the road and HCVs travelling from the East Coast ports to the North/Midlands shake them to their foundations and splatter their windows with mud and general highway muck.

The villages I represent are beautiful and are wonderful communities but they have one dividing issue.....traffic!

The people I speak up for and the many residents of Ely that I know want the by-pass operational and finished "yesterday". They don't want delays, they don't want "holding areas", they don't want tunnels, and they don't want endless debate.

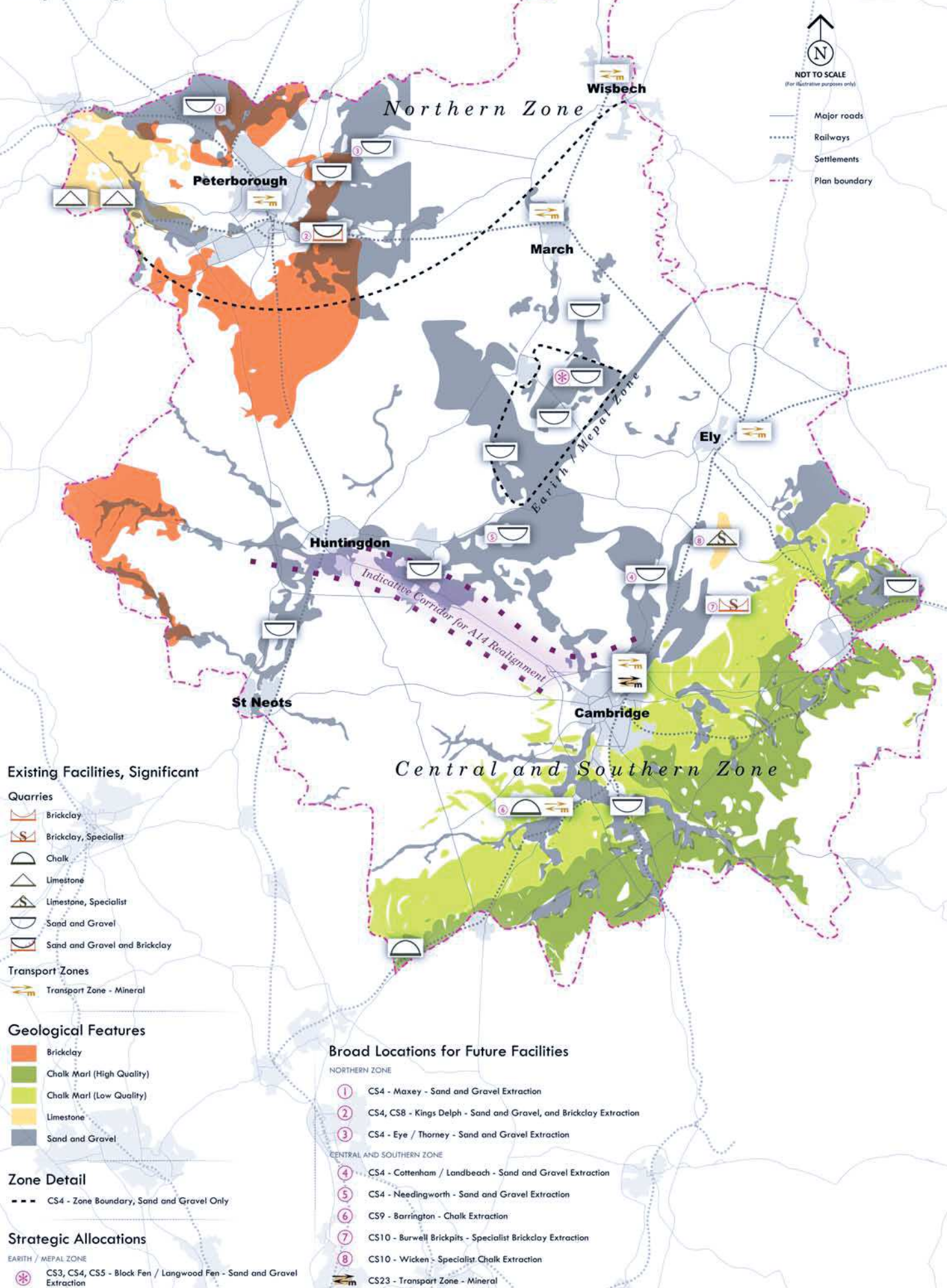
(1) The new by-pass will take traffic off the A1123 and that what is urgently needed.

(2) The new upgraded A14 will also reduce the traffic through the A1123 villages and this is needed asap.

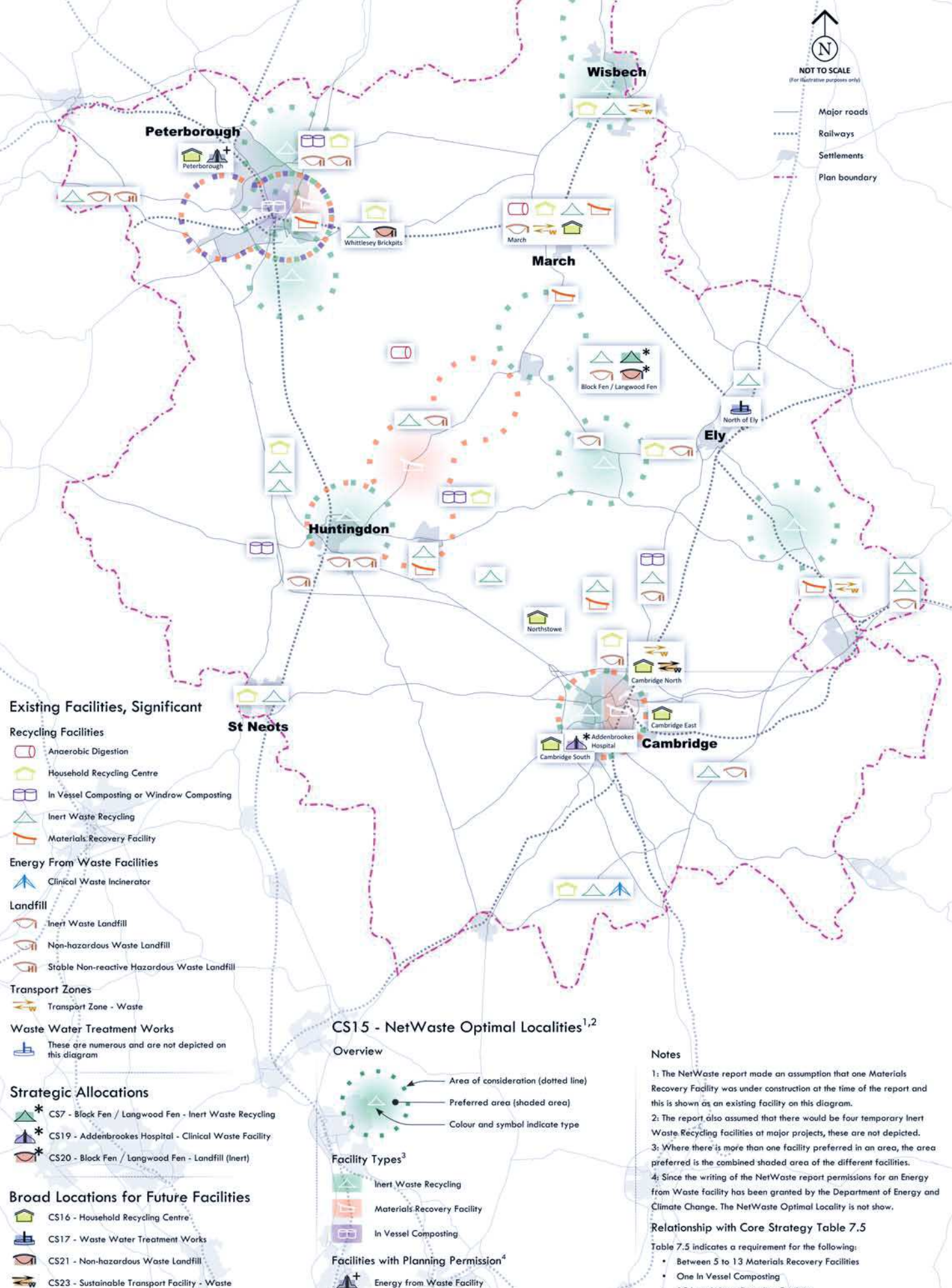
(3) I am aware that HCV freight Ferry capacity direct between Ireland and France is being dramatically increased when we leave the EU. Anything that decreases the Heavy Goods vehicle numbers using our county as a convenient transit route must be welcome.

Anything that speeds up any of these three situations should be welcomed and encouraged.

Minerals Key Diagram



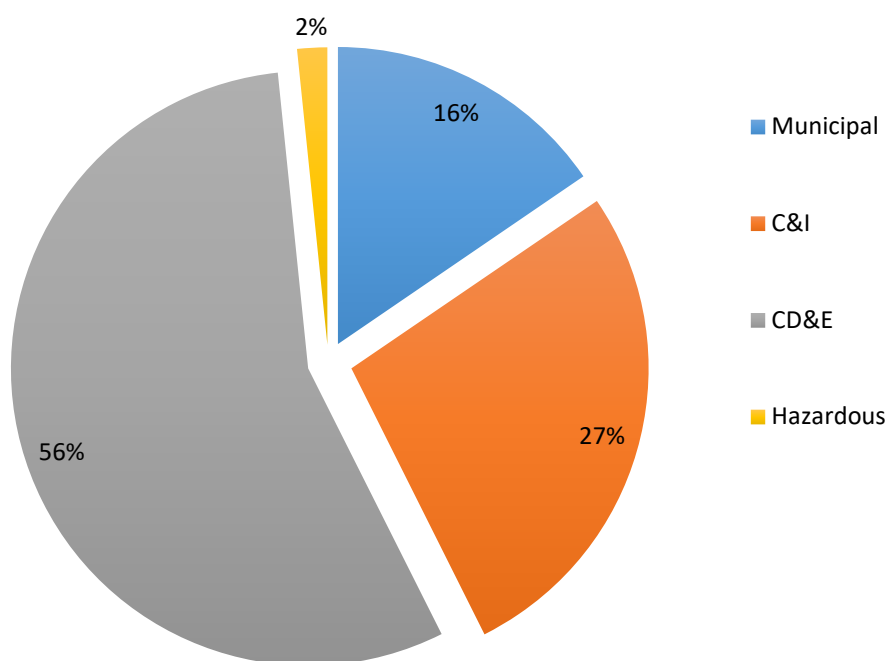
Waste Management Key Diagram



Cambridgeshire and Peterborough Local Plan

Waste Arising (2016)

Jointly, Cambridgeshire and Peterborough currently (2016) produce around 2.702 million tonnes per annum (Mtpa) of various types of waste, this includes: 0.426 million tonnes (Mt) of municipal waste; 0.731Mt of commercial and industrial (C&I) waste; 1.501Mt of construction, demolition and excavation (CD&E) waste; and 0.044Mt of hazardous waste. In general, three quarters of waste can be attributed to Cambridgeshire with a quarter to Peterborough. Forecasts indicate that waste arisings could increase to 3.133Mtpa by the end of the plan period (2036).



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

This is the updated minutes action log as at 10th May 2018 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

ACTIONS FROM MINUTES OF THE 13th JULY 2017 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
16.	BIKEABILITY CYCLE TRAINING - LOCAL SPONSORSHIP	Mike Davies Team Leader - Cycling Projects Major Infrastructure Delivery	<p>The original action was for the Chairman to write to the Local Government Association (LGA) to ask them to lobby the Department for Transport regarding retaining the same level of funding.</p> <p>In addition Officers were tasked with seeking local sponsorship.</p>	<p>An oral update at the March meeting highlighted that unsuccessful approaches for sponsorship had been made to local companies. From feedback received, potential sponsorship relationships would require considerable staff time and cost commitment. In discussion, the Committee was concerned regarding any actions that would result in a reduction to the Programme.</p> <p>The Executive Director undertook to prepare a report for a future meeting detailing the likely level of shortfall the report to also include alternative funding options. The report is due to come back to either the June or July Committee meeting.</p>	ACTION ONGOING

ACTIONS FROM THE 22nd SEPTEMBER COMMITTEE 2017					
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
40.	LAND NORTH OF CHERRY HINTON SUPPLEMEN- TARY PLANNING DOCUMENT - REQUEST FOR A NEW DEVELOPMENTS FUTURE SEMINAR	Juliet Richardson/ Tamar Oviatt- Ham - Business Development Manager	<p>Suggestions for the seminar raised included:</p> <ul style="list-style-type: none"> • future proofing new homes to take account of the demands of a rising elderly population, • builders installing solar panels where possible • landscaping including where practicable, a tree planting programme. 	This was still to be arranged but was not likely to take place until after the summer.	ACTION ONGOING
ACTIONS FROM THE 8th FEBRUARY 2018 COMMITTEE					
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
88.	<p>TRANSPORT SCHEME DEVELOP- MENT</p> <p>a) Review of Sift Process</p>	Action: Karen Kitchener Principal Transport & Infrastructure Officer / Chris Poultney	a) That the process proposed would be further reviewed after a period of operation to see whether any changes were required.	The process will be reviewed in Autumn 2018.	ACTION ONGOING

	b) Local member involvement on the A141 schemes listed	Karen Kitchener Principal Transport & Infrastructure Officer / Tom Fisher Transport and Infrastructure Officer	b) Councillor Connor requested that he be kept informed regarding progress on the A141 schemes listed. He expressed an interest to serve on the proposed Steering Group.	<p>Officers will be contacting Cllr Connor to provide timescales for the study and will arrange a meeting once the brief for the work is finalised in May 2018.</p> <p>As an update as at 11th May, officers indicate that the aim of the study is to identify potential transport interventions on the A141 between the Spittals Way and Emine Way junction across to the Sawtry Way (B1090) junction in Huntingdon, Huntingdonshire to address existing capacity and safety problems whilst mitigating for future growth in the demand for travel resulting from increases in housing and employment opportunities identified in the Huntingdonshire Local Plan that is being consulted in early 2018. The project is being funded by the Combined Authority and a draft for the project is currently being developed.</p>	ACTION ONGOING
	c) Local Member briefing on St Ives Junction Improvement Schemes.	Karen Kitchener Principal Transport & Infrastructure Officer / Chris Poultney	c) Councillor Fuller requested that a briefing meeting be organised between officers and himself regarding the three St Ives junction improvement schemes.	Councillors Fuller and Reynolds were contacted in March updating them on progress. The intention would be to organise regular Member communication and involvement.	ACTION COMPLETED

ACTIONS FROM THE 12TH APRIL 2018 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
103.	MINUTE ACTION LOG	Rob Sanderson / Mike Davies	<p>Minute 16 - Bikeability Cycle Training sponsorship</p> <p>On asking if officers had approached 'Cambridge Assessment' on whether they could provide any assistance it was agreed that the lead officer would contact Cllr Jones for more details.</p>	<p>Contact was made with Councillor Jones on 16th April who undertook to use her contacts at Cambridge Assessment to suggest a meeting with County officers regarding cycling improvement and possible help from them with seeking sponsorship to replace the gap in funding.</p> <p>Councillor Jones with assistance from Councillor Kavanagh is currently in ongoing discussions with Cambridge Assessment and any progress will be reported back to the officers.</p>	ACTION ONGOING
105.	ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT	Brian Stinton / Chairman	a) To provide a written response to the public question raised by Edward Leigh at the meeting.	The response was sent on 27 th April and is included as an Appendix to this Action Log.	ACTION COMPLETED

		Rob Sanderson Democratic Services / Mairead Kelly Internal Audit	b) To inform Internal Audit of the Committee's requirement that it should review the costs of the project and what lessons could be learnt and that their conclusions should be shared with this Committee.	Internal Audit were contacted on 19 th April. The response from the Audit and Risk Manager on 20 th April confirmed that Internal Audit had already agreed (at the March Audit and Accounts Committee) to look at the Ely Bypass project as part of a review of capital budgets overspends and variations. As the intention is to look at a number of different projects, this will be a high-level review rather than an in-depth review solely looking at the Ely Bypass project.	ACTION ONGOING
MINUTE 106.	CAMBRIDGE-SHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN – PRELIMINARY DRAFT.	Ann Barnes to liaise with Dawn Cave	<p>a) It was suggested that a seminar should be organised in due course with the invitation extended to not only all County Councillors, but also if practicable district councillors.</p> <p>b) delegations to agree any minor changes required and if more substantive changes were required following Peterborough City Council's consideration of the report</p>	<p>a) This will be progressed after the Preliminary Consultation plan has been issued</p> <p>(b) Only very minor changes were required (mainly typos) which were agreed with the Executive Director and the Chairman.</p>	<p>ACTION ONGOING</p> <p>ACTION COMPLETED</p>

MINUTE 107.	FINANCE AND PERFORMANCE REPORT – FEBRUARY 2018 Page 118 Performance Indicator reading <i>‘the percentage of County Matter Planning Applications determined within 13 weeks’</i>	Action Graham Hughes / Sass Pledger.	One Member wished to place on record her appreciation of the outstanding performance in respect of this performance indicator which reflected incredibly well on the staff involved. There was a request that the Committee’s appreciation of the performance was passed on to the relevant staff.	The appreciation from the Committee was passed on to the relevant officers following the meeting.	ACTION COMPLETED

Dear Edward Leigh,

Thank you for submitting the following question to the Economy & Environment Committee meeting on 12th April 2018.

Question to E&E Committee

How does this committee justify its decision to pursue a high risk contract strategy, with no upper bound on the costs and no contingency to cover the inevitable overspend, which will now necessitate further cuts to council services to fund loan repayments?

As indicated at the Committee meeting it was agreed that you would receive a written response to your question following the meeting, this is now set out below.

Response

Delivery of the Ely Southern Bypass has been a top priority for the Council since 2011. The project is much needed to remove delays and congestion at the Ely Railway Bridge and Level Crossing, which are anticipated to become worse as both rail and road traffic increase. The project despite having a very high level of public support, has suffered a number of delays through the planning process. In these circumstances the Committee prioritised early delivery over cost certainty. It is in the nature of civil engineering contracts that there are risks and uncertainties, and thus all civil engineering contracts have some amount of client risk, and thus could be described as having no upper bound. What is important is to achieve the right balance of risk between the client and contractor. The Ely Southern Bypass contract has focused the contractor on achieving the earliest possible delivery.

At the time of award it was recognised that contingency would be needed, but it was decided that rather than make an arbitrary allocation of funds from the capital programme it would be better to wait until there was a greater degree of cost certainty and make an appropriate allocation at that time.

Regards,

Ian Bates

*Chairman
Economy & Environment C'tee
Cambridgeshire County Council*

CAMBRIDGESHIRE ARCHAEOLOGICAL SERVICES FRAMEWORK RE-PROCUREMENT

To: **Economy and Environment Committee**

Meeting Date: **24th May 2018**

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

Electoral division(s): **All**

Forward Plan ref: **2018/047** **Yes**

Purpose: **To update members on the need for the re-procurement of the current Archaeological Services Framework, to enable the provision of archaeological work to support new developments in Cambridgeshire.**

Recommendation: **Members are asked to support the re-procurement of the Archaeological Services Framework for a period of four years to 2022.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Quinton Carroll	Names:	Councillors Bates and Wotherspoon
Post:	Historic Environment Manager	Post:	Chair/Vice-Chair
Email:	Quinton.Carroll@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk timothy.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 728565	Tel:	01223 706398

1. BACKGROUND

- 1.1 Cambridgeshire County Council is a major landowner and developer in its own right, and has a forward programme of capital works. As a developer, the authority has to abide by the National Planning Policy Framework and associated guidance, and undertake archaeological work in advance of or as part of the development process.
- 1.2 The need for and level of archaeological work required in these cases is guided by legislation and recommended by the Council's Historic Environment Team (HET), and the council department, or its agents commission works directly.
- 1.3 Services delivered under the current framework include:
- Desk based assessments and documentary research:
 - Non-intrusive field surveys:
 - Trial trench excavations:
 - Archaeological excavations:
 - Archaeological monitoring and recording
 - Post excavation Analysis and Outcomes:
 - Historical building recording and appraisal:
 - Delivery of public archaeology programmes on development-led sites where required and where appropriate.
 - Archaeological consultancy services where appropriate.

2. MAIN ISSUES

- 2.1 The current Archaeological Services framework will shortly expire and continuation of service is required. Over the proposed new contract period there is expected to be an increased requirement for Archaeological Services owing to increased growth, projects managed through the Greater Cambridge Partnership, and Combined Authority projects in the pipeline.
- 2.2 The Archaeological Services framework re-procurement will be undertaken as a European Union's restricted procedure (two stage) with the following estimated timescales:
- | | |
|--|--------------------------------|
| • Completion of Selection Questionnaires | 6 th July 2018 |
| • Completion of Invitation To Tender | 3 rd September 2018 |
| • Contract Award | 1 st October 2018 |
- 2.3 It is proposed that the Archaeological Services framework will be made available for other public sector bodies to utilise. By introducing a rebate for use by other public sector bodies,

this may provide an income opportunity for the Council.

- 2.4 Cambridgeshire County Council is committed to maintaining standards of archaeological fieldwork and expect all archaeologists operating in the county to demonstrate their commitments to high professional standards.
- 2.5 As such, successful organisations appointed to the new framework will be required to be Chartered Institute for Archaeologists' (CIFA) Registered Organisations (or European equivalent) to ensure competence.
- 2.6 The new framework will also ensure all work under this contract shall be conducted in accordance with:
- Chartered Institute for Archaeologists Code of Conduct and Standards & Guidance
 - Standards for Field Archaeology in the East of England and Management of Research Projects in the Historic Environment.
 - The MoRPHE Project Managers' Guide. English Heritage 2006.
 - Research and Archaeology Revisited: a revised framework for the East of England (EAA Occ. Paper No 24, 2011).
- 2.7 The Council's HET supports the national programme: Online Access to the Index of Archaeological Investigations project and requires archaeological contractors working in Cambridgeshire to support this initiative. All fieldwork undertaken in Cambridgeshire must comply with this requirement.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

- 3.2 Organisations bidding for the replacement Archaeological Services framework will be required to demonstrate how they support the local economy through:
- Advertising and offering jobs to individuals within the community of the contracting customer;
 - Supporting other regeneration projects within the community of the contracting customer;
 - Sub-contracting or employing businesses within the community of the contracting customer;
 - Supporting any educational attainment levels within areas of operations; and
 - Supporting any skilled development within areas of operation.

3.3 Helping people live healthy and independent lives

- 3.4 Archaeological Fieldwork can provide opportunities for volunteer engagement by local communities and others, such as Operation Nightingale for example.
- 3.5 The Council's Historic Environment Team always looks for opportunities for inclusion in archaeological projects, whilst recognising that the practicalities of a site may restrict or prohibit this. Where possible however, archaeological contractors working on behalf of the council should be expected to seek opportunities for volunteer involvement.

3.6 Supporting and protecting vulnerable people

Not applicable

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

- 4.2 The current contract value is around £1 million per year. This is anticipated to increase owing to anticipated new projects in the pipeline but is covered by project budgets so there is no revenue cost to the Council.

4.3 Procurement/Contractual/Council Contract Procedure Rules Implications

- 4.4 Officers are working closely with colleagues in LGSS Procurement to determine the best route to market to meet our objectives and to ensure we deliver best value for money. Enabling the Archaeological Services framework to be made available for other public sector bodies to utilise may provide an income opportunity for the Council.

4.5 Statutory, Legal and Risk Implications

- 4.6 LGSS Law will be engaged development of robust terms and conditions documentation for the re-procurement.
- 4.7 The completion of sometimes complex archaeological programmes of work is usually a pre-commencement requirement for planning, so failure to deliver a suitable programme can delay capital projects. This Framework ensures the Council continues to access only the highest quality providers at the best value price.

4.8 Equality and Diversity Implications

- 4.9 There are no significant implications.

4.10 Engagement and Communications Implications

- 4.11 There are no significant implications.

4.12 Localism and Local Member Involvement

- 4.13 There are no significant implications.

4.14 Public Health Implications

4.15 There are no significant implications.

Source Documents	Location
None	

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

Wisbech Access Strategy

To: **Economy and Environment Committee**

Meeting Date: **24 May 2018**

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

Electoral division(s): **Wisbech East, Wisbech West, Roman Bank and Peckover, March North and Waldersey**

Forward Plan ref: **2018/046** *Key decision:* **Yes**

Purpose: **To Consider the work of the Wisbech Access Strategy and results of the public consultation held in November 2017, and recommend the short term package of measures for approval to the Local Enterprise Partnership (LEP) / Business Board / Cambridgeshire and Peterborough Combined Authority.**

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

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

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Jack Eagle	Names:	Councillor Ian Bates & Councillor Tim Wotherspoon
Post:	Principal Transport & Infrastructure Officer	Post:	Chair/Vice-Chair
Email:	Jack.eagle@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk / tim.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 703269	Tel:	01223 706398

1. BACKGROUND

- 1.1 The Fenland Local Plan (adopted May 2014) includes proposals for 3,000 new homes in Wisbech and 30 hectares of new employment land to deliver around 2,500 new jobs to 2031. The Kings Lynn and West Norfolk Local Plan includes up to 550 new homes to 2026 on the eastern side of Wisbech. The development is split over three main sites, as detailed below:

Location	Number of dwellings	Number of Jobs
East Wisbech	1,000 Fenland 550 Kings Lynn and West Norfolk	
South Wisbech	350	30 hectares around 2,500 new jobs
West Wisbech	750	Small amount of employment
Smaller sites across Wisbech	900	
Total	3,550	2,500

Table 1 Wisbech Local Plan Growth Figures

- 1.2 £1m of Growth Deal funding has been allocated from Government to the Greater Cambridge Greater Peterborough LEP to support the development of a package of measures to bring forward growth and regeneration, improve accessibility, and address congestion in and around the town of Wisbech. Government will provide up to a further £10.5m for scheme delivery, on condition that scheme development work results in an acceptable and deliverable package of transport measures.
- 1.3 The Wisbech Access Strategy is a package of highway schemes that will meet these requirements. It has been tested to make sure that it is the best solution to address the current problems on the transport network, and support and enable future housing and job growth as set out in the Fenland Local Plan.
- 1.4 This report summarises the development of the Wisbech Access Strategy which has been jointly developed by Cambridgeshire County Council and Fenland District Council, with input from the Borough Council of King's Lynn and West Norfolk, Norfolk County Council given the cross county issues, and sets out the results of the recent consultation on the preferred package of measures.

2. MAIN ISSUES

- 2.1 The Wisbech Access Strategy considers the feasibility and impacts of the individual schemes, and ensures they work together as a package. The Strategy provides information on the phasing of options and will also include the impact of the wider transport network including the A47. The ultimate output of this work is a package of preferred highway schemes which are deliverable proposals to tackle congestion, improve accessibility and support growth to help secure funding allocated for project delivery in and around Wisbech.
- 2.2 The Wisbech Access Strategy is made up of individual schemes as follows, and shown in Figure 1:
- Freedom Bridge Roundabout
 - Wisbech Bus Station

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

2.3 The schemes in the Wisbech Access Strategy have been grouped into phases – short, medium and long term to reflect developments and timescales in the Fenland Local Plan and the availability of funding for delivery. This report focuses only on the recommended preferred short term package of measures and includes one scheme A47/Elm High Road Larger Roundabout scheme EH3b being brought forward from the medium term to shorter term, due to additional funding that is expected to be available from the CPCA.

2.4 The outline scheme design drawings along with detailed reports for each location, and the process followed can be found on Fenland District Council website using the website link: <http://fenland.gov.uk/wisbechaccess>

2.5 Wisbech Access Strategy Funding Availability

Table 2 Below shows the various sources of funding that are being used to deliver the Wisbech Access Strategy and their sources

Funding Body	Fund	Amount	Comment
The Greater Cambridge Greater Peterborough Enterprise Partnership (GCGP LEP)	Growth Deal	£1m	This funding has been spent already carrying out Study Work
CPCA	CPCA funding	£0.2m	
GCGP LEP	Growth Deal	£10.5m	
CPCA	CPCA funding	£10.5m	

Table 2 Wisbech Access Strategy Available Funding

2.6 Southern Access Road Scheme and Wisbech Railway Line

The evidence base for the Fenland Local Plan and the Cambridgeshire Long Term Transport Strategy stated very clearly that additional east – west road network connectivity is needed in Wisbech to support the additional jobs and housing growth, and to reduce congestion on the existing road network. The most northerly point at which any new east-west connection can be achieved in Wisbech is in the area around New Bridge Lane and Boleness Road.

2.7 The Southern Access Road provides access to the South Wisbech Broad Location for growth. The adopted Broad Concept Plan <http://www.fenland.gov.uk/article/11878/South-Wisbech-Broad-Concept-Plan-BCP> for this area considers the development to ensure that it is planned and implemented in a co-ordinated way. This area will deliver around 350 homes and around 54 hectares of employment land. South Wisbech forms the majority of the future employment allocation for Wisbech, the area remaining undeveloped due to access limitations therefore has significant implications for the delivery of Fenland's Local Plan. Within the South Wisbech- Broad Concept Plan the Southern Access Road is

highlighted as a proposal. “A new East – West road from Cromwell Road/New Bridge Lane in the west, along the site to link Newbridge Lane with Boleness Road. This road will facilitate access into the whole of the South West Wisbech site but will also offer improved access for the whole of Wisbech”.

By linking Boleness Road and New Bridge Lane a new road could impact on the railway line in this location, (see Figure 2 below) although any impact could potentially be mitigated.

- 2.8 Following Member engagement and the public consultation (summary below) it was clear that the railway corridor needs to be protected and that the Wisbech Rail Study needs to conclude without being impacted on by the Wisbech Access Strategy.

2.9 **Wisbech Access Strategy Consultation**

Public consultation on the preferred package of schemes was held from Monday 30 October to Monday 27 November 2017. The public consultation materials can be viewed on the Fenland District Council website <http://www.fenland.gov.uk/wisbechaccess> Around 250 people attended the public and stakeholder consultation events and 325 questionnaire responses were received. In addition, 14 email or letter responses were received.

- 2.10 The consultation responses show good levels of support for all the schemes that are part of the Wisbech Access Strategy draft preferred package except one. Due to the relationship between the Southern Access Road scheme and the implications for the Wisbech railway line project many people have disagreed with this scheme. The full consultation results are shown in Appendix 2.

2.11 **Preferred Package Phasing**

To take account of the railway line and ensure that no decision is taken now that would preclude any future delivery of a rail project it is proposed to proceed with a phased approach regarding the Southern Access Road.

The preferred proposed package schemes has been developed which allows:

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

- 2.12 Figure 2 below shows the detail behind the phased approach for the Southern Access Road. The parts of the scheme outlined in red would be designed and if appropriate constructed first. The areas outlined in blue would be designed but would not be constructed until the rail study has concluded and a decision is made on the station location. Planning and other statutory approvals would be sought for both options. Although not operational, the railway still legally exists as it was created by an Act of Parliament. To create the road link across the railway line it would be necessary to seek approval from the Secretary of State to remove the railway in addition to planning permission.

If the study work concluded that the best location for a station would be north of New Bridge Lane the new roundabout on the A47 would be constructed to provide access to the

Wisbech South Development site. If the best station location was determined to be south of New Bridge Lane, New Bridge Lane would be connected over the railway line and the roundabout would not be constructed, subject to relevant approvals

2.13 Although the proposed package is felt to be the best way forward it is important to highlight some risks and issues that are associated with it:

- Deliver timescales for the Growth Deal funding is very constrained
- As with all highway scheme development the costs and scheme details change as schemes are developed
- A business case Benefit Cost Ratio (BCR) has not yet been developed for the proposed package. This work will be carried out in due course and it is expected that the BCR will be positive
- It should be noted that two schemes within the preferred package would need further development work compared with other in the package-these are the new A47 South Roundabout and scheme EH3b Elm High Road/ A47 relocated roundabout. The public consultation highlighted a number of issues with this scheme as it has been currently developed which needs to be addressed
- The bringing forward of the scheme EH3b Elm High Road/ A47 relocated roundabout is good news and saves abortive costs. However, the details of this roundabout were not part of the phase 1 proposals in the original consultation therefore it is proposed to consult in Cambridgeshire and Norfolk on these proposals to obtain community feedback
- Additional funding or repackaging of schemes will be required to deliver the new A47 South Roundabout
- Highways England responsible for the A47 in the area have been involved in the development of the Wisbech Access Strategy but have not formally approved any of the A47 scheme which will be required before they can be delivered
- If after the Rail Study concludes it is decided to link the Southern Access Road over the railway, a formal process involving the Department for Transport, Office of Road and Rail and Network Rail would be required. It is expected that the time associated with this would be significant

2.14 **The Recommended Wisbech Access Strategy Package**

The recommended package is made up of a short, medium and long term approach as set out in Appendix 1.

Table 3 overleaf sets out the short term package only, which is the recommended package of schemes for the £10.5 million of funding from the Growth Deal Funding from the LEP and the additional expected £10.5m from the CPCA.

Short Term Package (2021) - Scheme cost + Risk Allowance @20% including 5% inflation pa*4years (2017)		
Scheme	Description	High Level Cost estimate (£ m)
New Bridge Lane / Cromwell Road Signals (CR2)	New signalised staggered junction with New Bridge Lane	0.72
Southern Access Road Phased Approach	New connection between New Bridge Lane and Boleness Road including three development junctions	1.64
Southern Access Road	Develop the southern access road scheme that does not cross the railway line	Design cost only
Development of the A47 New South Junction	This scheme is linked to SAR-1 and would be delivered if the rail study work (being carried out separately) concluded that north of the A47 was the best location of a station. It should be noted that this scheme has not been tested operationally.	Design cost only
Elm High Road / Weasenham Lane Roundabout (EH7b)	New roundabout at junction of A1101 Elm High Road and Weasenham Lane	3.05
A47/ Elm High Road Roundabout	Scheme replaced by EH3b	(1.08)
A47 / Broadend Road Roundabout (BER)	New roundabout at junction of A47 and Broadend Road	3.43
TOTAL		8.84
Medium Term scheme identified for earlier delivery using expected CPCA funding		
A47 Elm High Road Roundabout (EH3b)	Relocation of roundabout further east. This would be implemented as an alternative to the short term scheme EH1. It should be noted that this scheme will require further development due to constraints with the proposed design and also a specific consultation process with Cambs and Norfolk communities and local affected residents.	10.98
TOTAL		19.82

Table 3 Recommended Wisbech Access Strategy Package

2.15 This package is being recommended for the following reasons:

- The short term package maximises access arrangements and network capacity to deliver the housing and employment sites in the Fenland Local Plan
- The short term package can be delivered within the current budget available
- The short term package priorities schemes in known accident locations and in places that are currently congested

2.16 Table 4 overleaf sets out the timeline for the implementation of the preferred short term package:

Timeline	Task
May 2018	Wisbech Town Council Meeting
	Cambridgeshire County Council Economy & Environment Meeting
	Fenland District Council Cabinet meeting
June/July 2018	LEP/CPCA Business Board
	CPCA Board Meeting
August 2018	1 st Payment of the £10.5million to start the detailed design of the short term schemes
September 2018	Consultants appointed to carry out the Wisbech Rail Study
Dependant on the outcome of the Detailed Design stage	Key Decision approval to progress with the construction of the short term package.
April 2019	2nd Payment of the £10.5million to continue detailed design and to start the implementation of the short term schemes
April 2020	3rd Payment of the £10.5million to complete the implementation of the short term schemes
April 2021	The short term phase is complete note the Elm High road A47 roundabout might extend past this period.

Table 4 Wisbech Access Strategy Future Timeline

Information regarding the medium and longer term phases is provided in Appendix 1.

2.17 Next Steps

The next steps for the Wisbech Access Study are to develop a procurement package to allow the detail design work for the schemes outlined in Table 3 to take place and also carry out preparation for construction of the schemes noted that a final Key Decision will be required before construction and approval of the final schemes takes place.

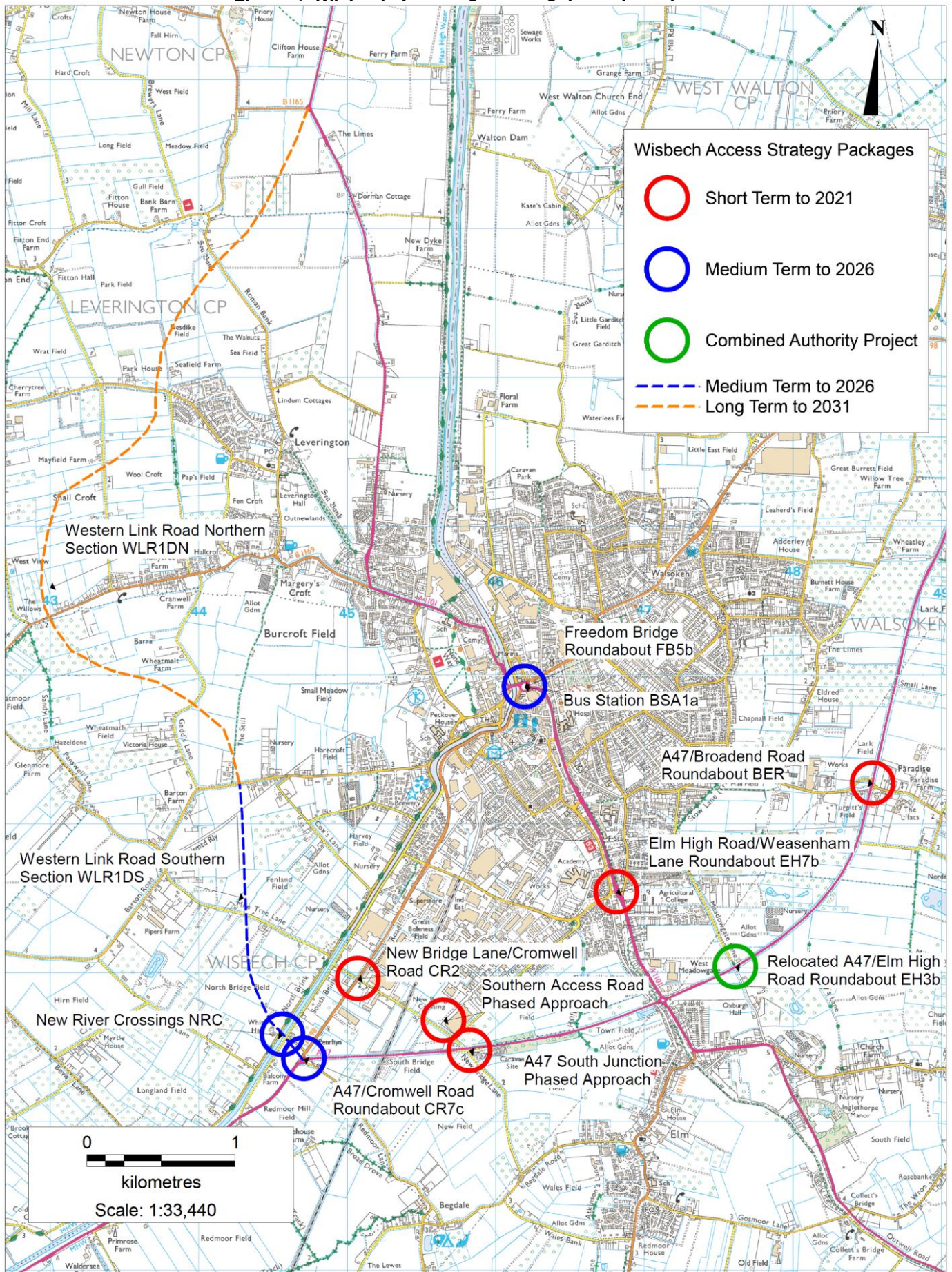
2.18 Delivery of the Wisbech Railway Line Project

Cambridgeshire County Council, CPCA, Fenland District Council, the Local Enterprise Partnership and Wisbech Town Council support the Wisbech Railway line project. The CPCA has approved the funding for, and will lead the next stage of work to bring this forward. The next stage of the development of the railway line will initially consider the best station location.

2.19 Other studies in the Wisbech area to note

A number of related studies are planned or underway investigating the garden town proposals and wider transport schemes.

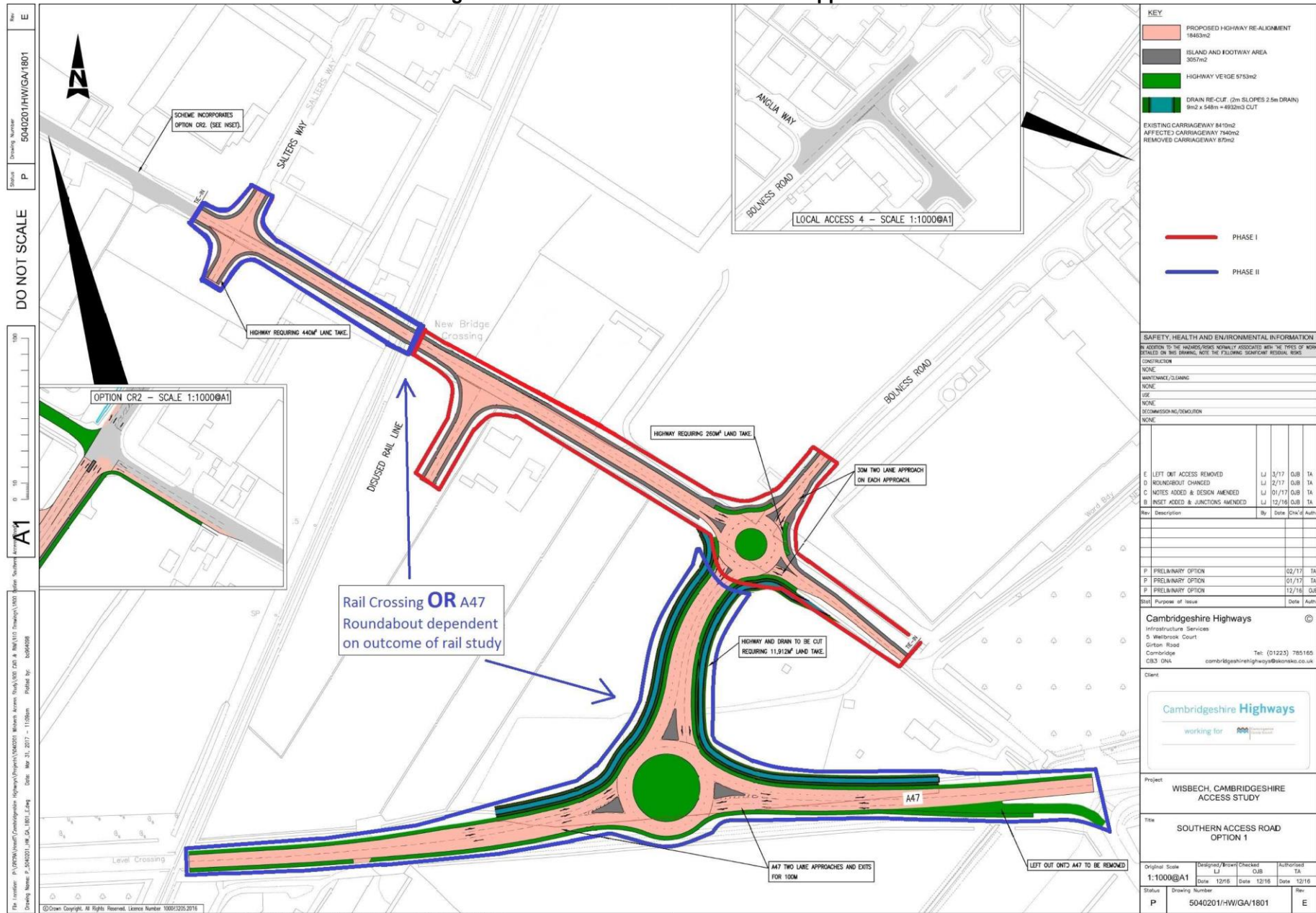
- A47 Dualling Study
- March Wisbech Railway Corridor Study
- Wisbech Connectivity Study
- M11 Extension



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Figure 2 Southern Access Road Phased Approach



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:

- This Wisbech Access Strategy schemes as a whole will support the development of Wisbech Local Plan and the first stage of this will be the development of short term package of schemes.
- Schemes in the proposed short term package will support economic growth in Wisbech, providing additional housing and jobs.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority. As the short term schemes get taken forward through the detailed design process, greater consideration will be made to include provision for walking and cycling and road safety will be considered through the road safety audit process.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The capital costs of this proposal are £10.5m this will be funded with Growth Deal Funding provided by the LEP and £10.5m funding provided by CPCA.

As the county council is delivering the project it will follow a robust procurement process and will ensure value for money is obtained.

As the Highways Authority, the county council is best placed for delivering these improvements. Where relevant the county council will work with both Highways England and Norfolk County Council. This project has been developed jointly with Fenland District Council to ensure everybody is included in its development.

As the business case has been developed, CO₂ emissions have been considered.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

In procuring the Wisbech Access Strategy the correct procurement rules have been followed. The Wisbech Access Strategy also considers the procurement options for the delivery of the short term package of schemes

4.3 Statutory, Legal and Risk Implications

The schemes have a quantified risk assessment that can be provided if needed.

4.4 Equality and Diversity Implications

- The proposed short term package of schemes should provide better access to services in Wisbech.
- A Community Equality Impact Assessment is provided as Appendix 3

4.5 Engagement and Communications Implications

A public consultation for the Wisbech Access Strategy was carried out and the results are included in this report as part of Appendix 2. An additional consultation process will be carried out for the Elm Road junction and include the Norfolk community.

4.6 Localism and Local Member Involvement

Members from Wisbech Town Council, Fenland District Council, Kings Lynn and West Norfolk Borough Council and Norfolk County Council have been part of a steering group for development of the Wisbech Access Strategy.

County Council members have also been involved in the Steering Group that has given oversight and scrutiny to the development of the Wisbech Access Strategy. Local members that do not sit on the steering group were invited to a stakeholder consultation event and made aware of the public consultation.

4.7 Public Health Implications

Consultation as part of the 2014 Wisbech Market Town Transport Strategy found that walking and cycling routes across Wisbech were considered incoherent and were perceived by many as unsafe and consequently regarded as a barrier to accessing services for those without access to a car. Although the short term packages are highway focused and provision for walking and cycling will not be included until the detailed design stage, all efforts should be made to ensure improvements support the development of a coherent walking and cycling infrastructure across Wisbech.

Wisbech currently has an active Air Quality Management area for Nitrogen Dioxide (NO₂). Transport planners should work with Air quality leads in Fenland District Council to ensure proposed actions do not adversely impact on air quality.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan

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

SOURCE DOCUMENTS

Source Documents	Location
<p><i>Public consultation display boards:</i></p> <ul style="list-style-type: none"> • <i>Background</i> • <i>Suggested schemes</i> • <i>Wisbech bus station</i> • <i>A47 Elm High Road</i> • <i>A47 Broadend Road</i> • <i>Western Link Road</i> • <i>Cost of each scheme</i> • <i>Business Case</i> • <i>Next Steps</i> • <i>Considerations that have influenced recommendations</i> • <i>Links to other projects</i> • <i>Freedom Bridge</i> • <i>A47 Cromwell Road</i> • <i>Weasenham Lane and Ramnoth Road</i> • <i>New River Crossing</i> • <i>Southern Access Road</i> • <i>Developing a package of schemes</i> • <i>Strategy of Business Case</i> • <i>Preferred package of schemes</i> 	<p>http://fenland.gov.uk/wisbechaccess</p>

Skanska Reports

- ***Bus Station***
- ***Elm High Road***
- ***New A47 Junction East- Broadend Road***
- ***Southern Access Road***
- ***Freedom Bridge Roundabout***
- ***New River Crossing***
- ***Cromwell Road***
- ***Western Link Road***
- ***Phase 1 Report***
- ***Phase 2 Report***

Appendix 1 Wisbech Access Strategy Summary Report

1. Main Report

A. Introduction & Background

What is the Wisbech Access Strategy?

The Wisbech Access Strategy is a package of individual transport schemes that aim to improve the transport network in Wisbech. They have been tested to make sure that they are the best solutions to address the current problems on the transport network. They will also support future housing and job growth as set out in the Fenland Local Plan.

The relationship between the Wisbech Access Strategy and other related studies

The Wisbech Access Strategy has taken into account a number of other recent studies and documents that have been produced as follows:

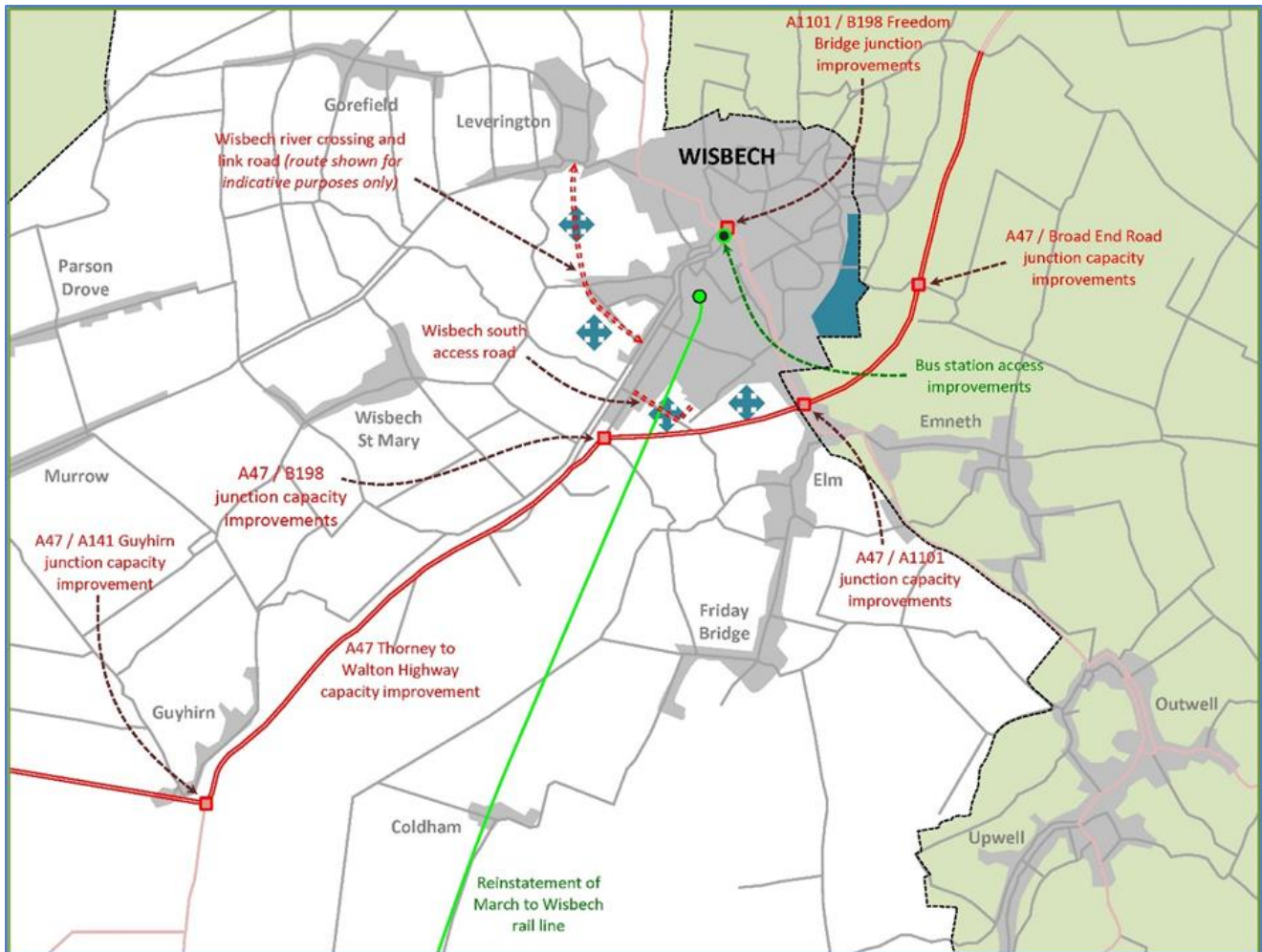
Fenland Local Plan

The Fenland Local Plan (adopted May 2014) includes proposals for 3,000 new homes in Wisbech and around 2000 new jobs. The Kings Lynn and West Norfolk Local Plan includes up to 550 new homes to 2026 on the eastern side of Wisbech. The transport scheme locations which make up the Wisbech Access Strategy were identified in the Local Plan transport evidence as needing to be upgraded to enable the new housing and employment.

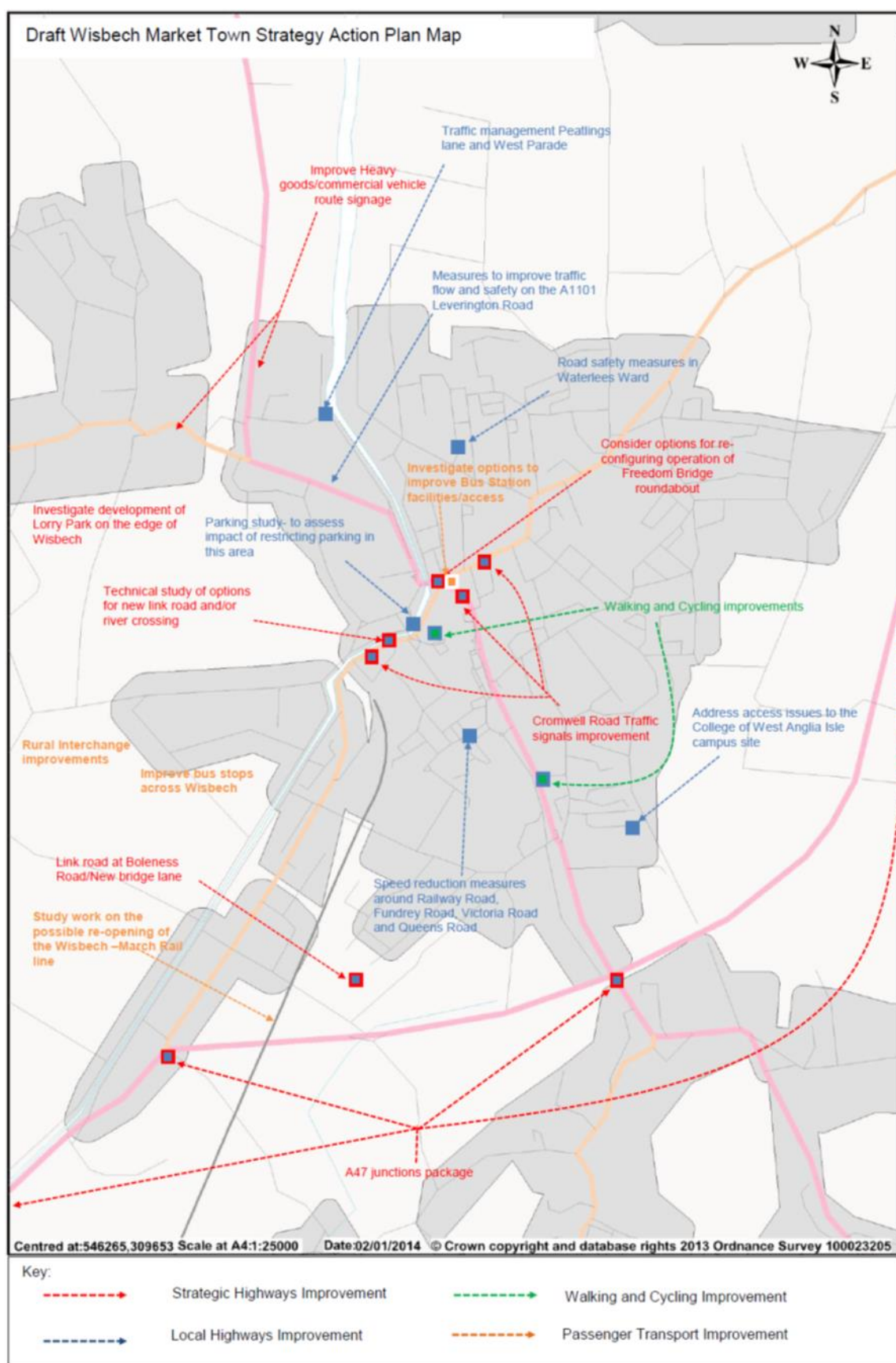
Transport Studies

A number of transport studies have been completed between 2010 and 2014 all of which set out the need for schemes in the locations identified in the Wisbech Access Strategy. The maps below show the locations identified through the Cambridgeshire Long Term Transport Strategy (2014) and the Wisbech Market Town Transport Strategy (2014):

Map 1 – Wisbech Long Term Transport Strategy



Map 2 – Wisbech Market Town Transport Strategy



B. The Wisbech Access Strategy

Wisbech Access Strategy – Aims and Objectives

The main aims of the Wisbech Access Strategy is to develop more detail around the major schemes of the Cambridgeshire Long Term Transport Strategy and the Wisbech Transport Strategy which will help relieve congestion in Wisbech and facilitate growth and regeneration. A brief for the Strategy has been developed by Fenland District Council and Cambridgeshire County Council. The aim of this is to ensure a good understanding of the issues and options for tackling congestion and improving strategic transport infrastructure in Wisbech, building on previous work. The Strategy will consider options for reducing congestion in the town to support housing and employment growth, taking account of sustainable transport needs.

The access Strategy will consider in more detail feasibility of the individual schemes and ensure options work together as a package and will provide information on the phasing of options. This will also include the impact of the wider transport network including the A47 and investigations into reopening the railway. The ultimate output will be an Outline Business Case which includes a package of preferred options. The aim being to ensure that this results in a package of deliverable proposals which tackle congestion, improve accessibility and support growth to help secure the £10.5m of funding provisionally allocated to support scheme delivery in and around Wisbech. As well as providing an evidence base for allocation of additional funding.

Breakdown of the Wisbech Local Growth Deal Feasibility Study Work

The 2014 Wisbech Local Growth Fund included up to £1million of funding to complete a number of feasibility studies. These are as follows:

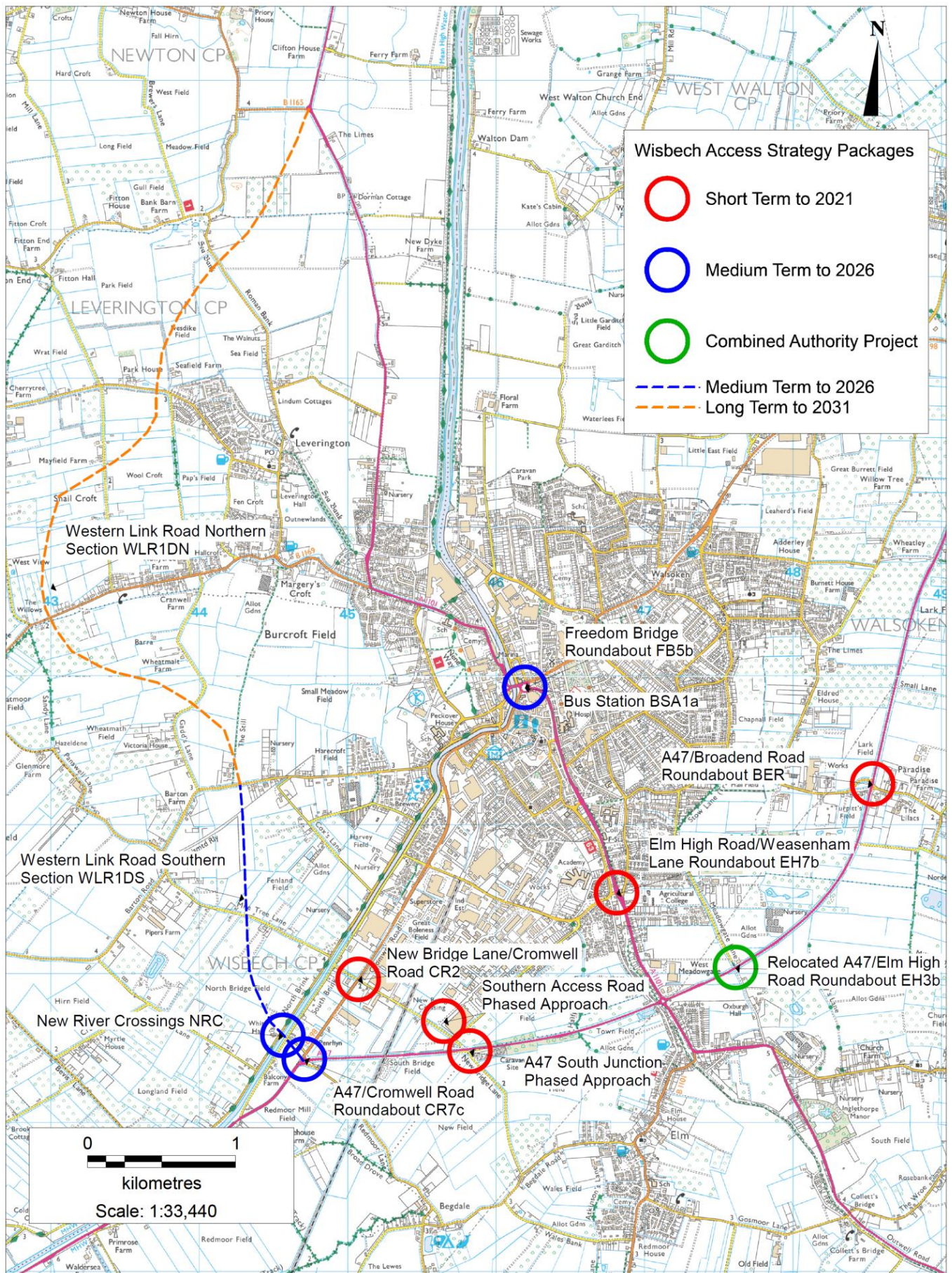
- A47 Options Study – Thorney to Walton Highway
- March to Wisbech Railway GRIP 2 Study
- March to Wisbech Railway Level Crossing Study
- Updating the Wisbech strategic traffic Model including Traffic counts, surveys and data
- Wisbech Access Study – development of scheme options and outline design including microsimulation traffic modelling
- Wisbech Access Study Outline Business Case Work

The Schemes included in the Wisbech Access Strategy

The Wisbech Access Strategy is made up of a number of individual schemes in locations (identified by the Fenland Local Plan Evidence) across Wisbech. These locations are as follows:

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

Map 3- Wisbech Access Strategy Scheme Locations



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Individual outline design scheme drawings along with a detailed report for each of the schemes, setting out how we arrived at the final preferred scheme can be found on the Wisbech Access Strategy website at the following website link:

<http://fenland.gov.uk/wisbechaccess>

C. The Wisbech Access Strategy Project & Programme

The table below sets out the key stages of work that have been followed to complete the Wisbech Access Study.

	<u>Element of the Wisbech Access Strategy</u>
Traffic Model Commissioning	Commission the updating of the Wisbech Strategic traffic model
	Data collection and survey work to support the updating of the Wisbech Strategic traffic model
	Updating of the Model
Phase 1	An initial assessment of each of the transport scheme locations – road conditions, accident locations etc.
	Completion of the base traffic model – this is to assess what would happen if all the new housing and job growth was implemented but there were no changes to the existing transport infrastructure. The base model is then used as a comparison when testing the impact of individual schemes
	Initial option development – compiling a long list of possible schemes that may be suitable solutions to address the issues in each location
	Initial options – assessment of the long list of options
	Option short listing – refining the initial long list of options based on the initial assessment
	Option Assessment – detailed assessment of each option that has been short listed. This assessment includes the testing of the scheme options using the traffic modelling.
	Initial Outline Option Design – initial scheme drawings and refinement of options based on the assessment work
	Initial preferred option – final schemes to be taken forward to Phase 2 of the Wisbech Access Study.
Outline Business Case – Phase 1	Development of the strategic outline business case – development of a framework to support the whole outline business case and the Phase 2 Access Strategy.
Phase 2	Workshop to establish the Packaging Methodology
	Package Construction
	Package Assessment – including traffic modelling
	Packaging comparison and short listing
	Economic Assessment of the packaging
	Preferred Package
Outline Business Case – Phase 2	Delivery and completion of the economic case, management case, financial case and commercial case

D. Wisbech Access Strategy Public Consultation

Consultation events

The Wisbech Access Strategy public consultation was held from Monday 30 October to Monday 27 November 2017.

A number of events were held as part of the consultation as follows:

- Wednesday 1 November – stakeholder event at Wisbech Boathouse Business Centre from 2.30pm – 7pm
- Monday 6 November – public event at Walsoken Village Hall from 10.30am – 1pm and 3pm – 7pm
- Friday 17 November – public event in Wisbech Market Place from 9am – 12noon
- Friday 17 November – public event at Tesco Extra from 3pm – 7pm

Numbers of Consultation Responses

Around 250 people attended the public and stakeholder consultation events. An exact figure is not known due to large numbers of people attending at certain times during some of the events.

We received 325 questionnaire responses from the consultation as a whole.

From the 325 questionnaires we received 249 comment responses to question 1 of the consultation. We received 198 responses to question 4 of the consultation where people were invited to provide any further comments or views.

We received 8 email or letter responses from members of the public

We received 6 letters/emails from stakeholder organisations or their representatives

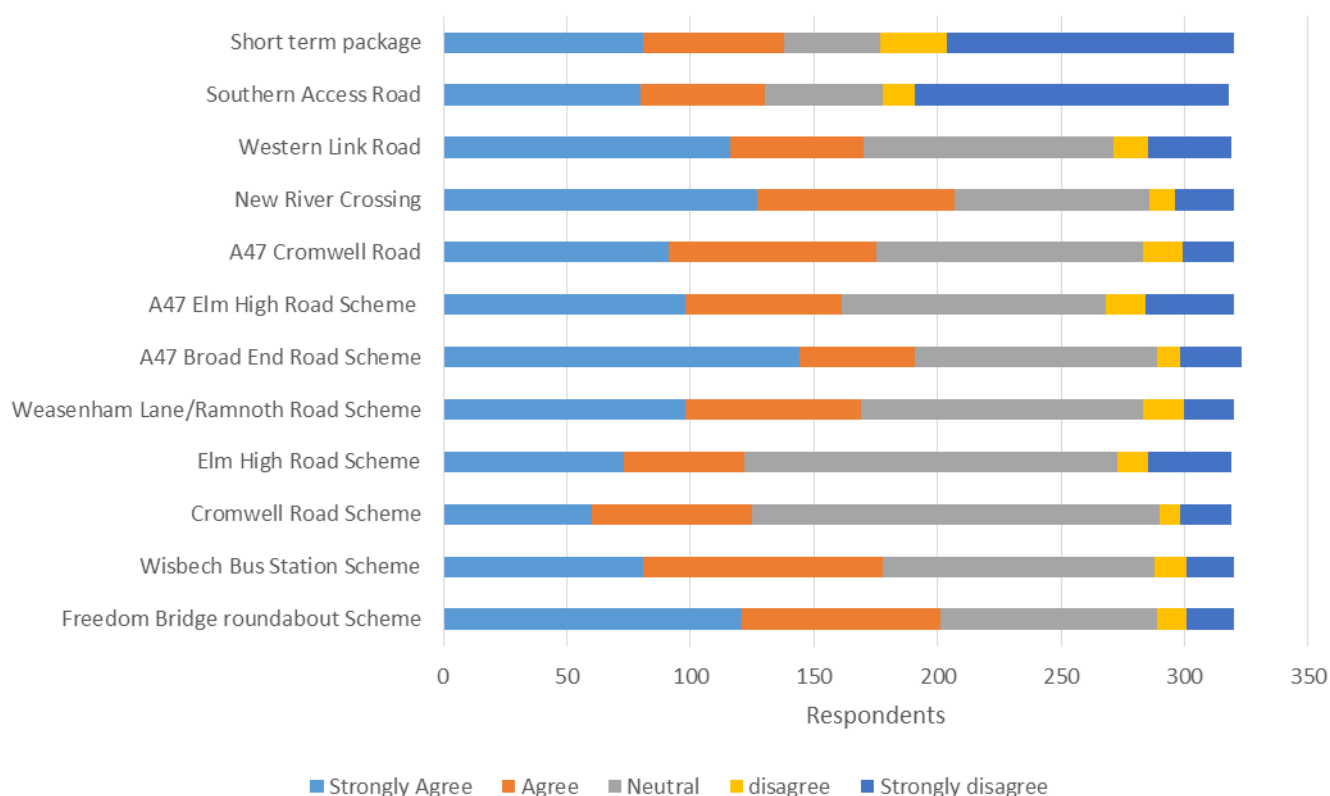
Headline Consultation Responses about the Draft Preferred Strategy

140 (43.34%) people support the draft preferred Wisbech Access Strategy.

183 (56.66%) people do not support the draft preferred Wisbech Access Strategy.

Respondents to the public consultation were asked to give their views about the individual schemes which make up the preferred package. The total responses are as follows:

Wisbech Access Strategy Consultation Response



<u>Scheme</u>	<u>Strongly Agree</u>	<u>Agree</u>	<u>Neutral</u>	<u>disagree</u>	<u>Strongly disagree</u>	<u>Total</u>
Freedom Bridge roundabout Scheme	121	80	88	12	19	320
Wisbech Bus Station Scheme	81	97	110	13	19	320
Cromwell Road Scheme	60	65	165	8	21	319
Elm High Road Scheme	73	49	151	12	34	319
Weasenham Lane/Ramnoth Road Scheme	98	71	114	17	20	320
A47 Broad End Road Scheme	144	47	98	9	25	323
A47 Elm High Road Scheme	98	63	107	16	36	320
A47 Cromwell Road	91	84	108	16	21	320
New River Crossing	127	80	79	10	24	320
Western Link Road	116	54	101	14	34	319
Southern Access Road	80	50	48	13	127	318

Respondents were also asked to give their views about the short term package for the Wisbech Access Strategy. These results are broken down as follows:

<u>Scheme</u>	<u>Strongly Agree</u>	<u>Agree</u>	<u>Neutral</u>	<u>disagree</u>	<u>Strongly disagree</u>
To what extent do you agree where the	81	57	39	27	116

recommendation for the short-term package?					
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Overall Views from the Public Consultation

The consultation responses show good levels of support for all the schemes that are part of the Wisbech Access Strategy draft preferred package except one. Due to the relationship between the Southern Access Road scheme and the implications for the Wisbech railway line project many people have strongly disagreed with this scheme.

A report of public consultation has been produced for the Wisbech Access Strategy. This can be found on the Wisbech Access Strategy website page at:
<http://fenland.gov.uk/wisbechaccess>

E. Wisbech Access Strategy technical outcomes and preferred package

Ongoing technical work

The aim of the Wisbech Access Strategy has always been to try and deliver any approved package as early as possible. The short, medium and long term approaches reflect available funding at the time of preparing the public consultation materials. Discussions and funding applications have though been ongoing, including with colleagues at the Local Enterprise Partnership. Such discussions have also included their consultants who are required to independently assess the Wisbech Access Strategy work. It was noted that in the initial short term preferred package the scheme costs were £7.84m. It was suggested that some additional sensitivity test work was undertaken to bring an additional scheme forward earlier.

This subsequent work and discussion with the CPCA and an increase in available funding increases the cost of the short term package to £19.8m. This brings benefits because the Weasenham Lane/Elm High Road roundabout scheme (EH7B) moves into the short term, it will therefore be delivered more quickly. The small scheme for this location is removed from the programme and therefore reduces abortive cost. The Wisbech Access Strategy Phase 1 testing work showed consistently that this scheme performed much better than Option EH4 which was originally included in the short term package. Due to an increase in funding available from the CPCA another scheme EH3b A47/Elm High Road roundabout relocation has been brought forward for shorter term delivery. This has the benefits on removing scheme EH1 reducing expenditure and abortive works, delivery of scheme EH3b early also has benefits cost saving due to a reducing of the number of year inflation and realising the benefits of the scheme sooner.

The Preferred Wisbech Access Strategy Package

Taking account of the additional sensitivity test and funding available discussed above, the preferred package is made up of a short, medium and long term approach as set out below:

Short Term (2021)		
Scheme	Description	Cost
CR2	New Bridge Lane / Cromwell Road Signalisation	£ 0.72 m
SAR1	Southern Access Road (wout A47 Rdbt / wout Rway)	£ 1.64 m
EH7b	Elm High Road / Weasenham Lane Roundabout	£ 3.05 m
BER2	A47 / Broadend Road Roundabout Opt 2	£ 3.43 m
EH3b	Relocated A47 / Elm High Road Roundabout	£ 10.98 m
Total		£ 19.82 m

Costs: Scheme cost + Risk Allowance @ 20%

Includes 5% inflation pa * 4 years

Medium Term (2026)		
Scheme	Description	Cost
WLR 1D S	Western Link Road (Southern Section)	£ 16.94 m
NRC	New River Crossing	£ 9.84 m
CR7c	A47 / Cromwell Road Roundabout Upgrade	£ 6.22 m
FB5b	Freedom Bridge Roundabout Improvements	£ 4.45 m
BS1a	Bus Station Option 1a	£ 2.69 m
Total		£ 40.14 m

Scheme cost + Optimism Bias

Includes 5% inflation pa * 9 years

Long Term (2031)		
Scheme	Description	Cost
WLR 1D N	Western Link Road (Northern Section)	£ 71.74 m
Total		£ 71.74 m

Scheme cost + Optimism Bias

Includes 5% inflation pa * 14 years

Why the package is the draft preferred recommendation for the Wisbech Access Strategy?

- The short term package can be delivered within the current budget available
- The short term package priorities schemes in known accident locations and in places that are currently congested

- The short term package maximises access arrangements and network capacity to deliver the housing and employment sites in the Fenland Local Plan.
- The medium term package seeks to add in additional network capacity in places where there is congestion and accidents
- The full package offers flexibility in respect of which schemes are built when. This relates to the timing that additional funding can be secured.

Further Information about the Wisbech Access Strategy

Detailed technical Information is available as part of the Wisbech Access Strategy for phases 1 and 2 of the Study. This information includes a detailed report for each individual scheme which makes up the preferred package. The reports can be found on Fenland District Council website using the website link below: <http://fenland.gov.uk/wisbechaccess>

F. Local Growth Funding

What is Local Growth Funding?

Growth Deals provide funds to local enterprise partnerships or LEPs (partnerships between local authorities and businesses) for projects that benefit the local area and economy.

Local growth deals can support housing, infrastructure and other local improvements such as transport, improving educational attainment and training. Each LEP submits bids to government for each round of funding based on local priorities.

Wisbech Local Growth Fund

£1m has been allocated to Greater Cambridge Greater Peterborough LEP from 2015/16 to 2016/17 to support the development of a package of measures to support growth and regeneration, improve accessibility and address congestion in and around the town of Wisbech. Government will provide up to a further £10.5m for scheme delivery, on condition that the development work results in an acceptable and deliverable package of transport measures. The Wisbech Access Study is being funded through the Wisbech Local Growth Fund.

Appendix 2. Wisbech Access Strategy - Report of the public consultation

Introduction

This report sets out the results of the public and stakeholder consultation for the Wisbech Access Strategy.

What is the Wisbech Access Strategy?

The Wisbech Access Strategy is a package of individual transport schemes that aim to improve the transport network in Wisbech. They have been tested to make sure that they are the best solutions to address the current problems on the transport network. They will also support future housing and job growth as set out in the Fenland Local Plan.

About the Wisbech Access Strategy Public Consultation

The Wisbech Access Strategy public consultation was held from Monday 30 October 2017 to Monday 27 November 2017.

A number of events were held as part of the consultation as follows:

- Wednesday 1 November – stakeholder event at Wisbech Boathouse Business Centre from 2.30pm – 7pm. This was an invitation only event for stakeholders, landowners and their representatives along with members of the public whose properties may also be affected.
- Monday 6 November – public event at Walsoken Village Hall from 10.30am – 1pm and 3pm – 7pm
- Friday 17 November – public event in Wisbech Market Place from 9am – 12noon
- Friday 17 November – public event at Tesco Extra from 3pm – 7pm

Static displays advertising the consultation and the consultation events, along with copies of the questionnaire were placed in the following locations for the duration of the consultation.

- Wisbech @ Your Service Shop
- Tesco on Cromwell Road
- The Oasis Centre
- Awdry House
- Emneth Village Hall
- Walsoken Village Hall
- Leverington Sports Club

About the consultation and who responded

Around 250 people attended the public and stakeholder consultation events. An exact figure is not known due to large numbers of people attending at certain times during some of the events.

We received 325 questionnaire responses from the consultation as a whole.

From the 325 questionnaires we received 249 comment responses to question 1 of the consultation. We received 198 responses to question 4 of the consultation where people were invited to provide any further comments or views.

We received 8 email or letter responses from members of the public

We received 6 letters/emails from stakeholder organisations or their representatives

Summary Results

The summary results set out below are based on the completed questionnaires that we received during the consultation. The breakdown of the information relates to the responses that were given to questions 1, 2 and 3.

Question 1

We have developed a draft Wisbech Access Strategy showing how we aim to address existing transport issues in Wisbech. Do you agree with and support this draft strategy?

140 (43.34%) people support the draft preferred Wisbech Access Strategy.

183 (56.66%) people do not support the draft preferred Wisbech Access Strategy.

Question 1 was a two part question. Having stated whether they do or do not support the draft preferred strategy, respondents were asked to give further comments. We received 249 specific responses. Many of these comments were the same and can therefore typically be set out under a small number of headings. The main issues raised in these responses are therefore as follows:

- The need to address issues of danger and accidents at Broad End Road junction
- Strong disagreements regarding the southern access road scheme because of its implications for the Wisbech Railway project
- The draft strategy includes all the key locations where there are pinch points and congestion
- The need to address congestion and keep traffic moving
- Wisbech is long overdue for investment
- Concerns raised by residents living in Meadowgate Lane about the relocation of Elm High Road to the east
- The proposals need to include more in respect of walking, cycling and public transport
- Some people believe that the schemes will not address the congestion and traffic problems within Wisbech

Question 2

Here are all the schemes that form part of the Wisbech Access Strategy. Please tell us whether you agree if each scheme design should be included in the Access Strategy plan:

The total responses from the questionnaires are as follows:

<u>Scheme</u>	<u>Strongly Agree</u>	<u>Agree</u>	<u>Neutral</u>	<u>disagree</u>	<u>Strongly disagree</u>	<u>Total</u>
Freedom Bridge roundabout Scheme	121	80	88	12	19	320
Wisbech Bus Station Scheme	81	97	110	13	19	320
Cromwell Road Scheme	60	65	165	8	21	319
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New River Crossing	127	80	79	10	24	320

Western Link Road	116	54	101	14	34	319
Southern Access Road	80	50	48	13	127	318

Based on the above information there was good support for all of the schemes except the Southern Access Road project.

Question 3

A short term package of schemes will be delivered by 2021. There is an initial budget of £10.5million towards the short-term package. A final recommendation will be taken to the LEP (the funders) who will agree where the money will be spent. To what extent do you agree where the recommendation for the short-term package?

<u>Scheme</u>	<u>Strongly Agree</u>	<u>Agree</u>	<u>Neutral</u>	<u>disagree</u>	<u>Strongly disagree</u>
To what extent do you agree where the recommendation for the short-term package?	81	57	39	27	116

Summary of questionnaire - individual scheme comments

Based on the above responses the table below shows that there is strong support for most of the schemes in the Wisbech Access Strategy draft preferred package.

This section is based on the responses that we received to question 4 of the consultation survey form. Many respondents wanted to make comments about some of the individual schemes. This section provides commentary on those comments.

<u>Individual Scheme</u>	<u>Comments</u>
Freedom Bridge Roundabout	<p>Most respondents were either in support or were neutral about this scheme. Most respondents did not provide any specific comments about the actual outline design for the scheme.</p> <p>Examples of the small number of comments we received specifically on this scheme are as follows:</p> <p><i>I don't understand how the supposed "improvements" to the Freedom Bridge roundabout will be beneficial to the flow of traffic around the bridge along Lynn Road</i></p> <p><i>I can understand the need to upgrade Horsefair roundabout but do not wholly agree with the current plan. With this one I feel the removal of the traffic lights at De Havilland Road and a no right turn put in place is a positive, closing off people turning right into the supermarket and the BP fuel station would also be a benefit. Changing Bedford Street to 2 way I can only envisage problems at the roundabout. I feel the zebra crossing needs moving back to the other side of the BP fuel station entrance. I</i></p>

	<p><i>agree with the widening of Freedom bridge and the pedestrian crossing being moved towards the centre of the bridge.</i></p> <p><i>Let's get the traffic moving around the roundabout Freedom Bridge as we have no other options of other roads before we commit too many more housing schemes.</i></p> <p><i>BP garage should be removed</i></p> <p><i>We feel that a footbridge rather than pedestrian crossing lights would be preferable on the Freedom Bridge crossing as the existing lights are a major contributing factor to the congestion on the Freedom Bridge Roundabout.</i></p>
Wisbech Bus Station	<p>Most respondents were either in support or were neutral about this scheme. Nearly all the respondents did not provide any specific comments about the actual outline design for the scheme.</p> <p>Examples of comments we received specifically on this scheme are as follows:</p> <p><i>I agree that the bus station area requires changing, but I think the plan of adding traffic lights here would cause issues similar to that at the lights that currently stand at De Havilland Road. I feel a mini roundabout would be better here.</i></p> <p><i>The bus station however, is just a complete waste of money in my opinion. Wisbech does not provide any of the main high street retailers to justify passengers and additional traffic using this area.</i></p> <p><i>We have concerns about how the bus station scheme would operate, particularly with the proposed traffic lights on Nene Quay.</i></p>
Cromwell Road	<p>Most respondents were either in support or were neutral about this scheme. Those who responded to the public consultation did not provide any specific comments about the actual outline design for the scheme. Some comments were provided in respect to a possible A47 dualling scheme in respect of this location. These comments are discussed in the details comments section of this report.</p>
Elm High Road	<p>Most respondents were either in support or were neutral about this scheme. Many respondents did not provide any specific comments about the actual outline designs.</p> <p>We did however receive a number of comments specifically on the scheme to relocate Elm High Road to the East of its current location. Similar comments were also raised by a number of people at the public consultation events. Examples of these comments specifically relate to Meadowgate Lane are as follows:</p> <p><i>Meadowgate Lane cannot take extra traffic even if made wider. Driveways impossible to then use. Would not work as a junction onto A1101. Elm/Friday bridge/Emneth/Outwell/A47 all down a road like Meadowgate Lane. Will be gridlocked. Nobody at the Boathouse</i></p>

	<p><i>meeting interested in the public views.</i></p> <p><i>Meadowgate Lane is a country Lane with narrow access. Planning permission has been reused for housing as it would affect the hedges and rural location, so how can a major road be deemed suitable.</i></p> <p><i>I currently live down a dead end lane (Meadowgate Lane) in a 110 year old house with a protected hedgerow opposite which is planned to have an A rod pass with 4 metres. I believe this will not only de value my house but this will cause damage as there is minimal roundabouts to the original house and the heavy traffic will cause horrific vibrations. Also I am concerned about the safety of my children and the children of the other families down our lane</i></p> <p>In addition to the comments above we also received comments suggesting some additional elements to scheme EH1 as follows:</p> <p><i>These included between the Elm High Road roundabout and Scarfield Lane, including the potential for a reduced speed limit from 40mph to 30mph and yellow hatch marking at four of the junctions)Church Lane, Elm field Drive, High Road (Elm) and Low Road with some other improvements to road markings and signage.</i></p>
Weasenham Lane/Ramnoth Road	<p>Most respondents were either in support or were neutral about a scheme in this location. Many respondents did not provide any specific comments about either of the outline design options.</p> <p>We did however receive a number of comments specifically relating to the scheme in this location and the access into Elm Road. Similar comments were also raised by a number of people at the public consultation events. Examples of these comments are included below:</p> <p><i>Weasenham Lane/Ramnoth Road – strongly disagree with closing exit from Elm Road onto Weasenham Lane causing problems for access to local business. Does not improve access onto Weasenham Lane from Elm Low Road.</i></p> <p><i>Would like to see more detail of how Elm Road/Weasenham Lane/Ramnoth Road/A47 Elm High Road fit into housing plans at these sites.</i></p>
A47 Broad End Road	<p>There were a number of written responses about this scheme and a large number of comments that were given by people who attended the public consultation events. The comments were nearly all in favour of the scheme and a small number of the responses as examples of those we received are listed below:</p> <p><i>How many more people have to die on the Broadend Road Junction? It is a hazard and a liability.</i></p> <p><i>A47 Broad End Road junction especially important to prevent further deaths.</i></p> <p><i>The Broad End Road scheme is a must to eliminate accidents and should</i></p>

	<i>have been done a long time ago.</i>
New River Crossing	<p>Most respondents were either in support or were neutral about this scheme; there was some concern from people who live on the western side of Wisbech. Nearly all the respondents did not provide any specific comments about the actual outline design for the scheme. Examples of comments we received are as follows:</p> <p><i>Not sure about the new river crossing. I agree I think it is needed, it depends whereabouts but definitely not if it involves more traffic along north Brink.</i></p> <p><i>Congestion in Wisbech also needs addressing which can only be solved by the recommended additional river crossing.</i></p> <p><i>Would be better if the river crossing and A47 Elm High Road Roundabout relocation was in the short-term package</i></p> <p><i>A new river crossing, linking the rural hamlets west of the Nene to the town, could be worthwhile, as long as it did not lead to major road development there.</i></p> <p><i>This plan has not taken into consideration the impact on residents close to the proposed works. I live near the proposed southern part of the Western link Road. We will suffer from great amounts of pollution from standing traffic outside our house as it approaches the new junction with Barton Road, not to mention the increase in noise pollution. It seems to be a line on a map that has not taken into account the detrimental effect on existing Wisbech residents.</i></p>
Western Link Road	<p>Most respondents were either in support or were neutral about this scheme. Nearly all the respondents did not provide any specific comments about the actual outline design for the scheme.</p> <p>Comments we did received specifically on this scheme is as follows:</p> <p><i>We feel funds should be urgently sought to complete the Western Link Road (before 2026)</i></p> <p><i>The current proposed route passes through the middle of areas for High Quality Housing which seems inappropriate for a HGV link road.</i></p> <p><i>The western link road should hopefully reduce the amount of crashes on the A1101. It will take a huge amount of traffic out of the town, reducing congestion hugely!</i></p>
Southern Access Road	<p>This is the question that we had the most response about. Most respondents made reference to this scheme in their responses to questions 1 and 4.</p> <p>Most of the comments strongly disagreed with this scheme because of its impact on the railway line and reducing the possibility for a railway station in the town centre. Here is a small selection of the specific comments</p>

	<p>referencing this view point:</p> <p><i>It is vital for the economic improvement of Wisbech that the railway reopens giving access to Cambridge.</i></p> <p><i>Wisbech needs to have a railway link, anything preventing this cannot be fully beneficial to the growth of the town.</i></p> <p><i>It seems counter-intuitive to reduce the options for the site of a new station for the Wisbech rail link. A more central location should increase use and decrease reliance on cars.</i></p> <p><i>It is unacceptable that the southern link road would prevent the railway reaching the town centre. Having the railway station south of the A47 makes it practically useless for the many Wisbech residents including myself who live without a car.</i></p> <p><i>It is important for the Wisbech rail link to re-open and part of this scheme will mean cutting across the railway line and meaning that the railway station would have to be put too far out of town. Rail should be given priority to road links. Not everybody has cars.</i></p> <p><i>Money should be spent investing in public transport with many more buses and the old chestnut Wisbech Train a Station as well, or a park and ride scheme.</i></p> <p>We also received a number of other comments about this scheme, examples of which are as follows:</p> <p><i>We are not convinced that the Southern Access Road is a suitable solution as it involves traffic lights on Cromwell Road where there are already several sets of traffic lights.</i></p> <p><i>I believe that whilst in a perfect world, the train scheme is interesting; I don't believe it's viable. I am concerned that it might also inflate the cost of houses and potential building land in an area of low wage economy.</i></p> <p><i>It is essential Not to allow Boleness Road or New Bridge Road to link in any way to New Drove as this road serves a large residential area and school route</i></p>
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Summary of Questionnaire – other detailed comments

This section is based on the responses that we received to question 4 of the consultation survey form. Beyond the comments that we received about the individual schemes that are mentioned above, we also received other comments.

In total we received 198 comments to question 4 of the survey.

The main comments that we received can be grouped or categorised with the same issues that are set out above in response to question 1. Please also refer to the responses below that are aimed at providing feedback on the key issues that people have raised through the consultation.

Stakeholder Responses and Emails

This section of the report considers the consultation responses we have received where the questionnaire was not completed. These responses refer to any email or letter responses that we received from members of the public and from stakeholders.

In total we received 14 of these responses. 6 of these responses were in relation to their opposition of the Southern Access Road scheme and its impact on the Wisbech railway line project. We also received a consultant report raising a number of matters in respect of Wisbech rail and its importance regarding the future location of a railway station for Wisbech. The remainder of the responses contained information as follows:

- Policy comments and support for a scheme at Elm High Road
- The need to understand the impact and implications for landowners where some of the schemes are on land they own
- Details and matters to consider in respect of how the proposed schemes impact upon non-transport elements of the Fenland Local Plan. These comments also include significant discussion about the Western Link Road and associated river crossing in particular
- A number of concerns and cautionary advice in respect of the historic environment and its relationship to some of the schemes in the draft strategy
- The impact of a scheme at Weasenham Lane/Ramnoth Road in respect of a planning application on land at the former College of West Anglia to the east of Ramnoth Road
- Comments about the Western Link Road scheme, specifically the alignment as proposed in the draft Wisbech Access Strategy and its relationship to the housing allocation in the Fenland Local Plan
- Comments to help guide more detailed design in respect of the schemes at Cromwell Road/A47, Elm High Road/A47 and the Western Link Road

Responses to the consultation feedback

Issues or comment raised through the consultation	Response
Logic of the schemes difficult to understand and evaluate	The Wisbech Access Strategy is a large and complex project. We have therefore generated large amounts of information. Trying to distil this information down into a size and format that someone with no knowledge of the project until the public consultation was always going to be a challenge. We tried to ensure that the consultation boards included only the minimal information that would be necessary to understand the project. A clear brief was given to the consultants at the start of the project that any reports from the study must set out in detail all the processes and decisions regarding each scheme and the project as a whole. By making all the scheme reports and the consultation boards available we hoped that we had provided enough of a balance to assist people with their consultation responses.
The questionnaire was difficult to use and respondents felt the scoring criteria could have been improved and that the questionnaire was poorly constructed.	
	We based the development of the questionnaire on other consultations and questionnaires that have been completed. This format or similar has

Issues or comment raised through the consultation	Response
	<p>worked well on other occasions. We do however take on board the feedback that has been given in respect of this consultation.</p> <p>We will take on board all the comments made about the consultant materials and the questionnaire for when we are developing consultation materials in future. It is however always going to be a difficult balance to provide information in respect of this type of project.</p>
<p>Concerns that these schemes have only just been introduced. Why were people not given more notice and more time to respond</p>	<p>The Fenland Local Plan was adopted in May 2014. The Cambridgeshire Long Term Transport Strategy and the Wisbech Market Town Transport Strategy were also adopted in 2014. There were several rounds of public consultation in respect of these documents including an examination in public for the Local Plan. The scheme locations within the Wisbech Access Strategy were included as part of these other consultations. The need for schemes in these locations is not new.</p> <p>Deciding the right time to consult people is always a balancing act. With the Wisbech Access Strategy we need to have some information about possible schemes for each location before consulting people. By consulting people when we had produced initial outline designs it is our view that there was enough information without going into too much detail. By sharing outline designs there is also substantial opportunity for people to influence the schemes going forward.</p> <p>The Wisbech Access Strategy consultation was advertised in local newspapers, on posters and banners at a number of locations across Wisbech as well as through social media before and during the consultation period. This was in addition to the consultation events.</p>
<p>Why are some schemes grouped together, no way of agreeing with some parts and opposing others</p>	<p>The Wisbech Access Strategy is a package made up of a number of individual schemes. In order to understand the benefits and impacts of the Wisbech Access Strategy it has been tested as a package. Work to assess the transport impacts of the Fenland Local Plan 2014 also set out that schemes in all these locations would be needed.</p> <p>Whilst we realise that some people or organisations may prefer some schemes rather than others, the need for all the schemes is such that they have to be compatible as a package.</p>

Issues or comment raised through the consultation	Response
	<p>Work to assess the economic benefits of the Wisbech Access Strategy has also shown that the draft preferred package is the only one that delivers enough benefit in line with the Local Enterprise Partnership assurance framework.</p>
<p>The Mayor is commissioning new work in respect of the A47 and railway reopening so why is this strategy tinkering with existing A47 roundabouts; these should be encompassed into A47 dualling. Broadend Road should be closed and diverted to a new grade separated junction with A1101 in the vicinity of the disused petrol stations</p>	<p>The Wisbech Access Strategy is a project related to the Fenland Local Plan (2014) and the Cambridgeshire Long Term Transport Strategy and Wisbech Market Town Transport Strategy, also 2014. These strategies and the Wisbech Access Strategy have been progress for some time. They are intended to address local road issues within Wisbech and address some key pinch points in respect of the A47.</p> <p>The A47 studies commissioned by the Mayor have only recently commenced. The Wisbech Access Strategy is not however proposing any schemes that would be incompatible with the dualling of A47, based on everything that was known at the time the outline designs were being produced.</p>
<p>Traffic lights or speed camera are needed on the A1101 by the Leverington and Newton Turn offs. How many more people need to be seriously injured or die before it is sorted out? I have to use this road every day and it scares the hell out of me.</p>	<p>The A1101 at Leverington and Newton are not specifically locations which were part of the Wisbech Access Strategy. We do though acknowledge that there is a relationship between these places and the Western Link Road project.</p> <p>We will pass your comments to the Cambridgeshire County Council highways and road safety teams for them to review and address as appropriate.</p>
<p>The solution must include the use of public transport i.e. bus and rail so reducing the level of traffic.</p> <p>Obviously drafted by people that have no need for public transport. Those people must be made to realise that good public transport helps road users. So get the railway into Wisbech</p>	<p>The Wisbech Market Town Transport Strategy and the Cambridgeshire Local Transport Plan are integrated transport strategies covering all modes of transport. Plans that consider walking, cycling and public transport use are a significant part of the local transport strategy for Wisbech.</p> <p>The Wisbech Access Strategy was commissioned to consider the specific locations where we have produced outline design projects. These projects were always to consider road based schemes. We have however tried to consider the impacts for walking and cycling and public transport use where possible. This strategy is however only one part of the transport strategy for Wisbech.</p>
<p>The priority should be to dual the A47 from Thorney/Guyhirn to Walton</p>	<p>A number of transport projects for Wisbech are currently in development. The Mayor through the</p>

Issues or comment raised through the consultation	Response
<p>Highway. The funding is being spent on the wrong schemes</p>	<p>Combined Authority has commissioned an additional study to look at the potential for dualling the A47.</p> <p>The Wisbech Access Strategy whilst including the A47 in key locations is also concerned with traffic travelling in and around Wisbech. Dualling A47 would not address these more local traffic issues.</p>
<p>How do these proposals fit with the Garden Town vision? Especially the Western Link Road which is intended to divert HGVs from the centre of Wisbech</p>	<p>The Wisbech Garden Town work is a separate project. The Wisbech Access Strategy is primarily focused on the growth as set out within the Fenland Local Plan (2014). Any Western Link Road project is however likely to be developed further through the Garden Town Project and the funding that has been made available through the Combined Authority for that project.</p> <p>The Western Link Road project is concerned with removing all through traffic that is currently travelling through Wisbech to get elsewhere.</p>
<p>I would prefer that those requiring to transit through Wisbech have access to a new ring road to eliminate in town congestion. This may eliminate the need for some of the expensive, short-term proposals for in town changes</p>	<p>The Access Strategy Western Link Road project is concerned with removing all through traffic that is currently travelling through Wisbech to get elsewhere. However, because the Wisbech Access Strategy is also concerned with future growth of jobs and housing within Wisbech, we have to plan for journeys within and around the town and not just those that are passing through.</p>
<p>Guyhirn roundabout work is a waste of money</p>	<p>The Guyhirn Roundabout project is not part of the Wisbech Access Strategy. Highways England is leading on the Guyhirn Roundabout project. Any information or comments should be passed directly to them.</p> <p>For the most up to date information about this project you can visit the scheme website at:</p> <p>http://www.highways.gov.uk/roads/road-projects/a47-corridor-improvement-programme/</p>
<p>Why have a southern access road scheme? Why not link Algores Way or Boleness Road to a new junction on the A47?</p>	<p>The transport evidence base to support the Fenland Local Plan highlighted the need for additional east-west road connectivity within Wisbech. The Southern Access Road is the closest location to the town centre that such connectivity can realistically be achieved.</p> <p>To provide new accesses and junctions on the A47, you have to be able to show that they are needed for growth purposes. The work</p>

Issues or comment raised through the consultation	Response
	undertaken for the Wisbech Access Strategy, with the schemes in the draft preferred package did not show support for a new scheme on A47 Any such scheme has to meet the requirements of Highways England.
I feel the layout of the traffic lights on Town Bridge needs changing, I often see cars sitting on the wrong side of the road, when coming up from the market place, waiting to turn right, I cannot see why this happens but it is a regular occurrence.	Town Bridge and Chapel Road are not locations which make up part of the Wisbech Access Strategy. We do though acknowledge that there is a relationship between Town Bridge and Freedom Bridge, linked to how traffic moves around Wisbech.
I also feel the traffic flow on Chapel Road could be helped by moving the crossing closer to the car park and removing the parking area outside the vet so that traffic wishing to go straight ahead can continue to flow, when traffic is built up due to the traffic lights on town bridge.	We will pass your comments to the Cambridgeshire County Council highways and road safety teams for them to review and address as appropriate.
I think it needs to be looking at the reduction of vehicles in the town centre. None of the above will reduce emissions or improve air quality	<p>The Western Link Road scheme in the Wisbech Access Strategy will help to reduce the number of vehicles in the town centre. Particularly those trips that are through journeys and do not really need to come into Wisbech. It should however be noted that there are large numbers of journeys where the destination is within Wisbech. The Access Strategy has to accommodate all types of journeys.</p> <p>Air Quality issues have been considered when developed the scheme options. Testing has shown benefits through less congestion.</p>
Congestion into/from Elm High Road is always bad but extremely so at school run/rush hour. Staggered junction on A47 – would lights suffice as per Goosetree between Westry and Rings End?	The A47 is part of the strategic trunk road network and is therefore a road that is maintained by Highways England. We were advised by Highways England that a signal scheme would not be appropriate in this location. Given the level of congestion in this location however, it is likely that any such scheme would simply move the problem further north or south of the existing location.
Spend the available money on the western bypass	<p>At the present time the only funding available for these schemes is a possible £10.5million. The Western Link Road scheme will cost far more than the funding we have available. As an incomplete scheme we would not be able to show substantial benefits that are required by the funder to agree to the use of their money on each project.</p> <p>All the schemes which make up the short term</p>

Issues or comment raised through the consultation	Response
	package can be built in full using the £10.5million and therefore will deliver considerable value.

Appendix 3 Wisbech Access Strategy – Community Impact Assessment

Directorate / Service Area		Officer undertaking the assessment
Economy, Transport and Environment / Transport and Infrastructure Policy and Funding		Name: Karen Kitchener
Proposal being assessed		Job Title: Principal Transport and Infrastructure Officer
Wisbech Access Strategy		Contact details: Karen.Kitchener@cambridgeshire.gov.uk
Business Plan Proposal Number (if relevant)		Date completed: 20/11/17
		Date approved: 22/11/17.....
Aims and Objectives of the Service or Function affected		
<p>The Wisbech Access Strategy (WAS) has been developed to support the Fenland Local Plan. The WAS is a package of individual transport schemes that aim to improve the transport network in Wisbech.</p> <p>The broad aims of the strategies and plans are to improve transport in Wisbech to support economic growth, mitigate the transport impacts of the growth agenda and help protect the area's distinctive character and environment.</p> <p>The consultation carried out in November 2017 has gained feedback from members of the public and stakeholders on the WAS. This feedback has been used to update the WAS.</p>		
What is the proposal?		
<p>The Wisbech Access Strategy provides the strategy and action plan for transport infrastructure in Wisbech. The strategy has been updated following public consultation and a summary consultation report has been produced including headline results from the consultation. The WAS has been developed under the Cambridgeshire Local Transport Plan 3. An Equality Impact Assessment (EqIA) was carried out for the first version of the LTP3 in 2011. Community Impact Assessments have also been carried out as LTP 3 has been refreshed and updated.</p>		
Who will be affected by this proposal?		
<p><i>A proposal may affect everyone in the local authority area or alternatively it might affect specific groups or communities, please describe</i></p> <ul style="list-style-type: none"> • Whether the proposal covers all of Cambridgeshire or specific geographical areas • Which particular service user groups would be affected • Whether certain demographic groups would be affected more than others • Any other information to describe specifically who would be affected <p>The WAS addresses transport challenges within and around Wisbech, and also considers the cross boundary transport issues. The package of transport schemes has been developed to improve the lives of everyone who lives, works or travels in and around the town. Therefore, no singular user group is likely to be affected.</p> <p>A wide range of groups were made aware of the consultation events.</p> <p>The audience of this consultation was anyone who lives, works or travels through Wisbech. This includes residents, stakeholders, local businesses, district and parish councils and anyone who travels in and around Fenland and West Norfolk. The following lists some of the types of stakeholder and interest groups that were consulted:</p> <ul style="list-style-type: none"> • Local government • Parish Council Clerks • District Councillors • Schools • Local Groups • Transport Organisations • Health organisations • Voluntary and care organisations 		

Letters were sent to local residents directly affected by some of the proposals.

What positive impacts are anticipated from this proposal?

As:

- the LTP3 objectives meet the council's priorities and remain unchanged,
- the council sought responses from as many people as possible to the public consultation,
- everybody's views will be treated equally, and will be considered as the final strategies are developed,
- key stakeholders were made aware of the consultation as well as members of the public through a wide variety of different channels, and
- consultation materials will be made available in other formats if requested; there is a positive impact on all protected characteristics.

It should be noted that the WAS sets out an action plan for delivery. As these schemes are confirmed and funding sources secured, more detailed individual CIAs will be carried out as necessary. The council's priorities, LTP3 objectives and the Transport Strategies objectives and policies are linked and listed below. The links between the council's priorities and the LTP objectives are also shown.

Council's priorities:

- Developing the local economy for the benefits of all
- Helping people live healthy and independent lives
- Supporting and protecting vulnerable people.

LTP Objective 1

Enabling people to thrive, achieve their potential and improve their quality of life.

LTP Objective 2

Supporting and protecting vulnerable people.

LTP Objective 3

Managing and delivering the growth and development of sustainable communities.

LTP Objective 4

Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.

LTP Objective 5

Meeting the challenges of climate change and enhancing the natural environment.

Council Priorities and LTP Objectives

Council Priorities	LTP Objectives				
	1	2	3	4	5
Supporting and protecting vulnerable people	✓	✓✓			
Helping people to live health and independent lives	✓✓	✓✓	✓✓		✓
Developing our local economy for the benefit of all			✓✓	✓✓	✓

What negative impacts are anticipated from this proposal?

No negative impacts have been identified at this stage. As schemes move to detailed design stage, further consultation and engagement will take place.

Are there other impacts which are more neutral?

The WAS will improve travel conditions in the town for all groups of people in the area. As schemes move to detailed design stage, further consultation and engagement will take place.

Impacts on specific groups with protected characteristics

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

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

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

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

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

If any of the boxes above have been ticked to indicate that people with the protected characteristics will be affected more than other people then use this section to describe that impact and any measures which will be put in place to mitigate those potential impacts

The WAS will not have disproportional impacts on any of the groups with protected characteristics.

Version Control

Version no.	Date	Updates / amendments	Author(s)
1	18/11/2017	First draft	Karen Kitchener

FINANCE AND PERFORMANCE REPORT – Outturn 2017 / 2018

To: **Economy and Environment Committee**

Meeting Date: **24th May 2018**

From: **Executive Director, Place & Economy Services
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 2017 / 2018 Finance and Performance outturn report for Place & Economy Services.**

The report is presented to provide Committee with an opportunity to comment on the actual outturn position.

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

- review, note and comment upon the report

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

1. BACKGROUND

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

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the Place & Economy (P&E) Services Finance and Performance outturn report.
- 2.2 **Revenue:** Across P&E as a whole, the outturn position is a £53K overspend. The two major E&E Committee revenue variances at outturn are Highways Development Management (-£334K) and Concessionary Fares (-£491K), both of which were forecast as underspends across the financial year and were used to offset the pressure in Waste Services. The Highways Development Management underspend reflects an over-achievement in income from Section 106 and Section 38 fees, and the Concessionary Fares underspend reflects the increased age for eligibility.
- 2.3 **Capital:** Since the last forecast financial position was reported to Committee, there have been changes in the following schemes:
- Ely Crossing 2017/2018 spend was £3.8m higher than previously forecast reflecting an accrual for land purchase.
 - Guided Busway compensation payments have further slipped by an additional £468K.
 - Connecting Cambridgeshire expenditure has slipped by a further £437K and although delivery is on track the expenditure profile has been re-phased.
- 2.4 **Performance:** The Finance & Performance Report (Appendix A) provides performance information for the suite of key indicators for 2017/18. E&E Committee has twelve **performance indicators** reported to it in 2017-18 (following the transfer out of the two relating to Adult Skills & Learning transferring).
- 2.5 The year-end position (albeit some of the PI's are based on estimates) is that none of them are red, five are amber and seven are 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	

Place & Economy Services**Finance and Performance Report – Outturn 2017-18****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
Year-end position (some PI's based on estimates)	0	5	7	12

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

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2017/18 £000	Actual Spend end of March £000	Variance (March) £000	Variance (March) %
+323	Executive Director	1,834	2,163	+329	18
+948	Infrastructure Management & Operations	58,585	59,214	+629	1
-1,037	Strategy & Development	9,867	8,963	-905	-9
0	External Grants	-28,228	-28,228	0	0
+234	Total	42,058	42,111	+53	0

The service level budgetary control report for the end of the Financial year 2017-18 can be found in [appendix 1](#).

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

2.2 Significant Issues

2.2.1 Waste Private Finance Initiative (PFI) Contract

The Waste PFI has overspent by £1.44m. This was mainly due to the Mechanical Biological Treatment (MBT) plant performing below the budgeted level of performance (which has now been addressed in the Business Plan for 2018/19 by rebasing the budget). Also, the pressure is due to lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the delivery of savings for 2017/18.

A number of underspends were identified across P&E, (either one-off, which helped offset the waste pressure in 2017-18, or ongoing, which has been reflected in the Business Plan) which have been used to offset the pressure in waste. The areas which underspent (or achieve additional income) were Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.

2.2.2 Winter Maintenance

This budget overspent due to the number of gritting runs that have taken place in November to March compared to previous years. For this year 69.5 runs took place compared to 42.5 runs that took place for the whole of last year.

2.2.3 Coroners

Costs in this area have increased due to more deaths and also an increase in costs relating to Assistant Coroners handling complex cases. There was also an increase in inquest costs due to the large case load, which has included a concerted effort to reduce the number of outstanding cases.

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 March 2018. A full list of additional grant income can be found in [appendix 3](#).

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

There is one item above the de minimis reporting limit recorded in March 2018:-

Transfer of volunteer co-ordinator post to P&C £32,500.

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

3.2.1 Local Highway Improvements

A total of 104 Local Highway Improvements have been successfully complete this year (over 70% of the total number). Of those schemes that were not completed in 2017/18, approximately £40k of the under spend relates to officers waiting for confirmation from District & Town Councils to feedback and agree the scheme details. A further £15k will not proceed following consultations. Delays with the contractors scheduled to carry out the work have generated an under spend of £60k circa and therefore the schemes will be delivered in 2018/19. There has been a further £30k of under spend generated where schemes have been reassessed and the schemes delivered are smaller & cheaper than first budgeted.

3.2.2 Delivering the Transport Strategy Aims

Projected delay in expenditure for a number of schemes with different issues. Norwood Road continued to be delayed by Network Rail issues throughout 2017 and will now be delivered in 2018. Witchford Cycleway delayed by the location of a gas main and the Cadent Gas request to supervise trial hole excavation work, not being available when requested, thereby delaying the scheme by 3 weeks. Histon/Impington scheme postponed to the next financial year to coincide with programme signals refurbishment.

There are a number of schemes which for various reasons such as staff resource for both Cambridgeshire County Council (CCC) & Skanska, change of Highways Services Contract (including delays in receipt of target costs) & inclement weather have been delayed.

Tenison Road, Cambridge traffic calming will not be completed until early 2018/19 as there is a delay in the zebra crossing installation resulting in a £77k underspend for 2017/18.

A142 Witchford Bypass Cycling improvements has only been a third completed, and is expected to finish by June resulting in a £145k underspend. Cottenham Pedestrian Route will finish early in 2018/19 resulting in an under spend of £35k.

The scheme for Haddenham High St Traffic Lights/Pedestrian Crossing will be delayed until the start of 2018/19. However, there is expected to be a saving of £40k for this scheme.

The A1123 Houghton to Wyton Bus stop infrastructure has been delayed due to design & consultation taking longer than anticipated. This scheme is expected to be completed early 2018/19.

The Route 3 St Ives cycleway scheme has been delivered under budget with the saving of £30k attributed to effective engineering.

3.2.3 Operating the Network

Carriageway maintenance – The County Council's successful Challenge Fund bid and subsequent programme of work under the drought damaged roads banner has resulted in the delay of some carriageway schemes. A combination of limited resource and availability of road space to accommodate both the Challenge Fund success and the significant carriageway programme has contributed to the delay of some schemes.

Footway slurry seal/re-tread and barrier work has always been programmed for March but some work is expected to slip into 18/19. The design work delayed the schemes and has had a knock on impact obtaining the road closures for the re-tread sites. There are also consultations with drainage boards required for the barrier sites which will delay delivery until next year.

The recent bad weather has caused delays as temperatures have been too low for night work for patching and with the snow, teams have been unable to lay tarmac. There have been severe delays with the work on the B1090 - Abbots Ripton, Station Road due to a technical agreement, land transfer and finance contribution with Network Rail, resulting in an underspend of £581k in 2017/18 which will need to be carried forward as construction work is currently planned for July.

Signals – Due to the good quality of existing infrastructure, the A505 Duxford Imperial War Museum project will need less funds. Whilst another scheme for Stratos System Development will incur no costs this year, as there is currently no product available from our supplier.

3.2.4 Safer Roads Fund

The A1303 in Cambridgeshire was chosen by the Road Safety Foundation for assessment using a new International Road Assessment Programme methodology and road safety modelling software. This approach assessed the road infrastructure attributes that are known to have an impact on the likelihood of a crash and its severity. The County Council, off the back of the assessment, was successful with a bid for funding from the Safer Roads Fund to improve the safety of the A1303. The original programme however, required the majority of the scheme to be delivered by the end of March 2018. This time pressure along with the scope of the scheme and limited number of supply chain prices received by Skanska, resulted in an original quotation £800k over budget. To ensure a minimum acceptable level of value for money could be demonstrated, the decision was taken to re-scope the scheme, extend the programme and resubmit requests for quotations from Skanska's wider supply chain. This has clearly altered the spend profile for this scheme. Working with the Department for Transport (DfT) the County Council now has agreement that the

delivery of this scheme can be rescheduled for the early part of 2018/19 to allow sufficient time to ensure the scope of the scheme meets the required outcome and delivers value for money.

Funding

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

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

4. PERFORMANCE

4.1 Introduction

This report provides performance information for the suite of key Place and Economy (P&E) indicators for 2017/18. At this stage in the year, we are still reporting pre-2017/18 information for some indicators.

The information below is reporting the last months position for each red, amber and green indicator and these are shown by Committee in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

4.2 Red Indicators (new information)

This section covers indicators where 2017/18 year end indicators have not been achieved.

a) Economy & Environment

The year end position has no red indicators.

b) ETE Operational Indicators

The year end position has no red indicators.

4.3 Amber indicators (new information)

This section covers indicators where 2017/18 year end indicators have been partially achieved within 10% of the target.

a) Economy & Environment

Economic Development

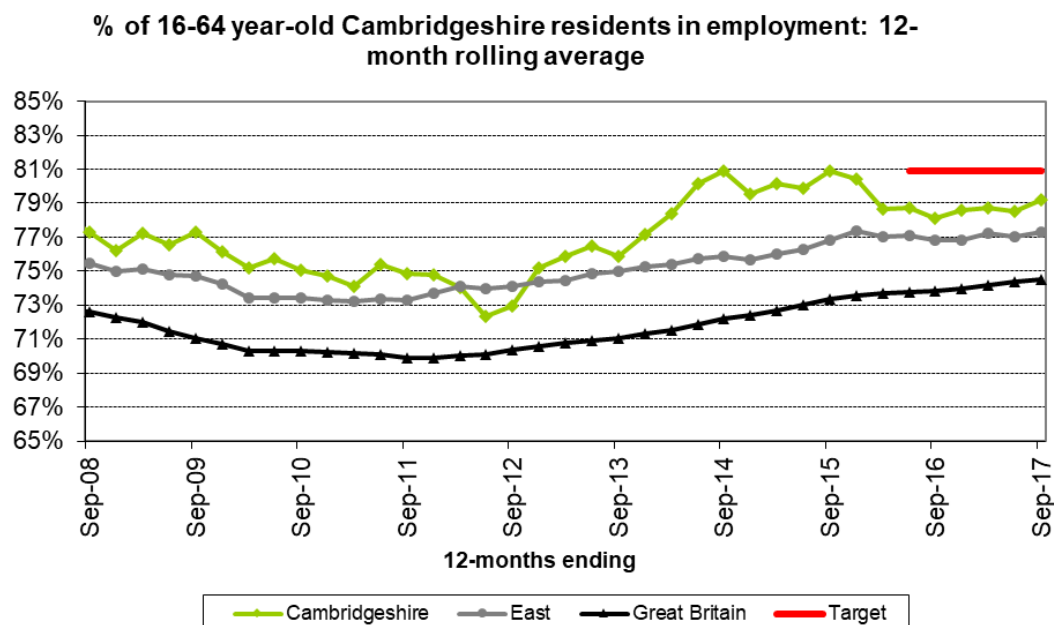
- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to June 2017)

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

The 12-month rolling average is 79.2%, which is a slight increase from the last reported quarterly rolling average figure of 78.5% as at the end of June 2017. This

said, it is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.5% and the Eastern regional figure of 77.3%.

79.6% are employed full time and 20.4% are employed part time.



Economy

- 'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others (at November 2016)

The 2016/17 target of $\leq 11.5\%$ is for the most deprived areas (top 10%).

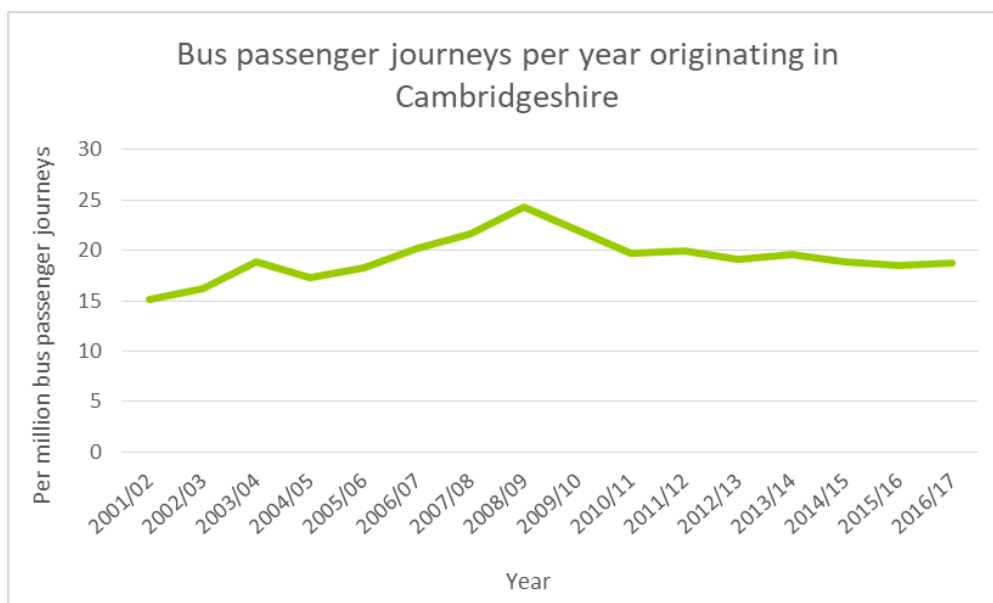
Latest figures published by the Department for Work and Pensions show that, in August 2016, 10.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 4.8% of those living elsewhere in Cambridgeshire.

The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of ≤ 6.5 percentage points.

Passenger Transport

- Local bus passenger journeys originating in the local authority area (to 2016/2017)

There were over 18.7 million bus passenger journeys originating in Cambridgeshire in 2016-7. This represents an increase of almost 2% from 2015-6; this growth can probably be attributed to the continued increase in passenger journeys on the guided busway. As predicted last year the target of 19 million bus passenger journeys was not achieved, but it still is anticipated that there is a chance of growth in the future through the City Deal and if so, this will take place in 2017-8 at the earliest.



Traffic and Travel

- Percentage of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others (2015/16)

Latest figures published by the Department for Transport show that in 2015/16, 73.7% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2014/2015 (81.1%).

It is worth noting that because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant. For instance the sample size for Fenland was 360 people and the sample size for the whole of Cambridgeshire was 2,323.

Excluding Cambridge, the latest figure for the rest of the County is approximately 80.6%. The gap of 7.0 percentage points is less than the 2014/15 gap of 8.3 percentage points. The 2012/13 baseline gap was 8.7 percentage points.

Traffic and Travel

- The average journey time per mile during the morning peak on the most congested routes (September 2015 to August 2016)

At 4.52 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is better than the previous year's figure of 4.87 minutes.

The target for 2017/18 is to reduce this to 4 minutes per mile.

b) ETE Operational Indicators

The year end position has no amber indicators.

4.4 Green Indicators (new information)

This section covers indicators where 2017/18 year end targets have been achieved.

a) Economy & Environment

Connecting Cambridgeshire

- Percentage of premises in Cambridgeshire with access to at least superfast broadband – December 2017

Figures have risen to 95.8% as at the end of December 2017.

The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.

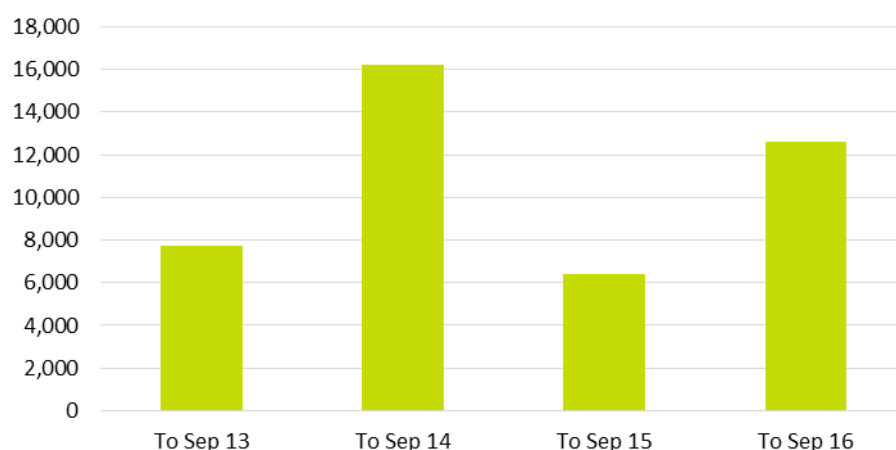
Economic Development

- Additional jobs created – September 2015 to September 2016

The latest provisional figures from the Business Register and Employment Survey (BRES) show that 12,600 additional jobs were created between September 2015 and September 2016 compared with an increase of 6,300 for the same period in the previous year. This means that the 2016/17 target of +3,500 additional jobs has been achieved.

This information is usually published late September/early October each year, for the previous year, by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.

Additional Jobs Created in Cambridgeshire to September each year

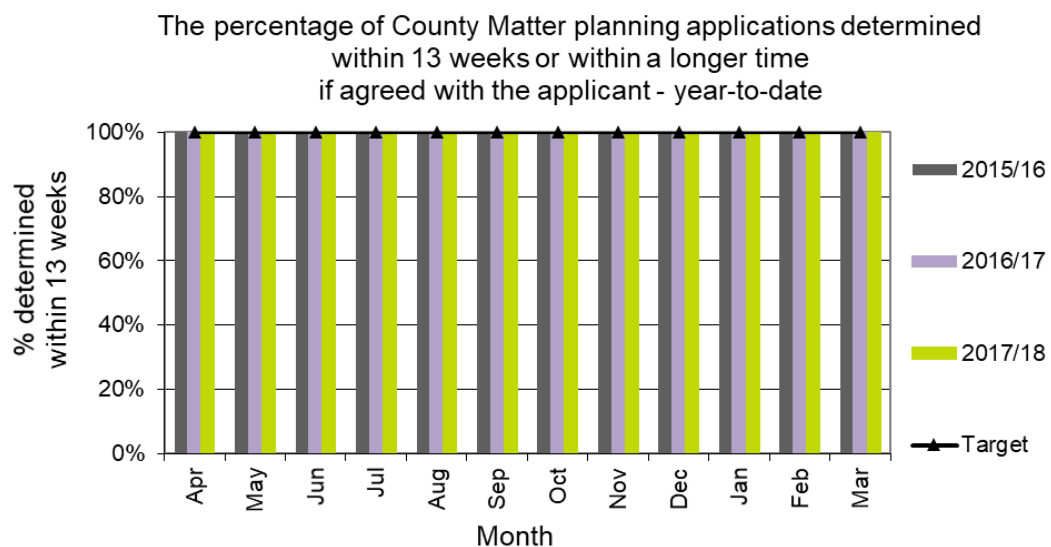


Planning applications

- 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 March 2018)

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

There were 11 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). 100% of these were determined on time.



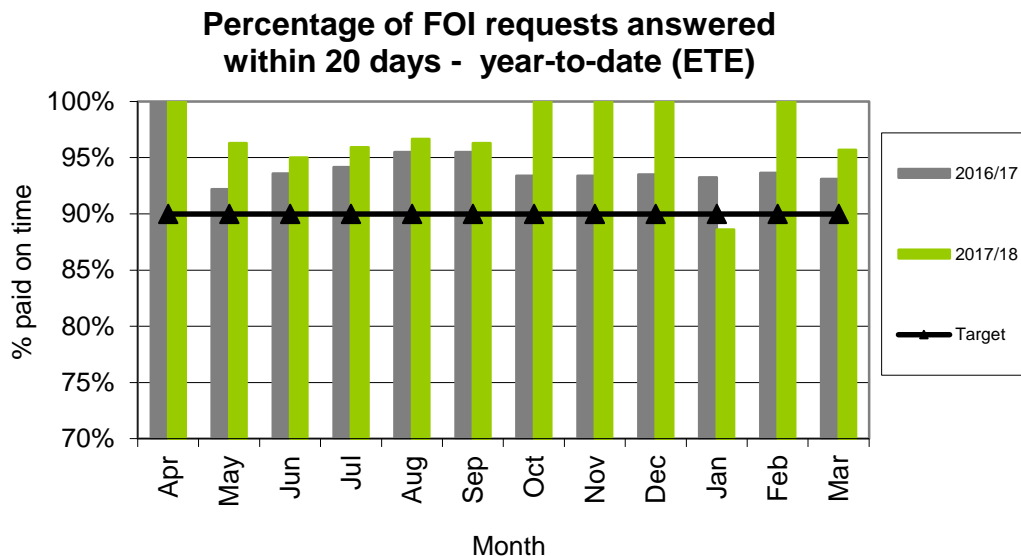
b) ETE Operational Indicators

Freedom of Information (FOI) requests

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

23 Freedom of Information requests were received during March 2018. Provisional figures show that 22 (95.7%) of these were responded to on time.

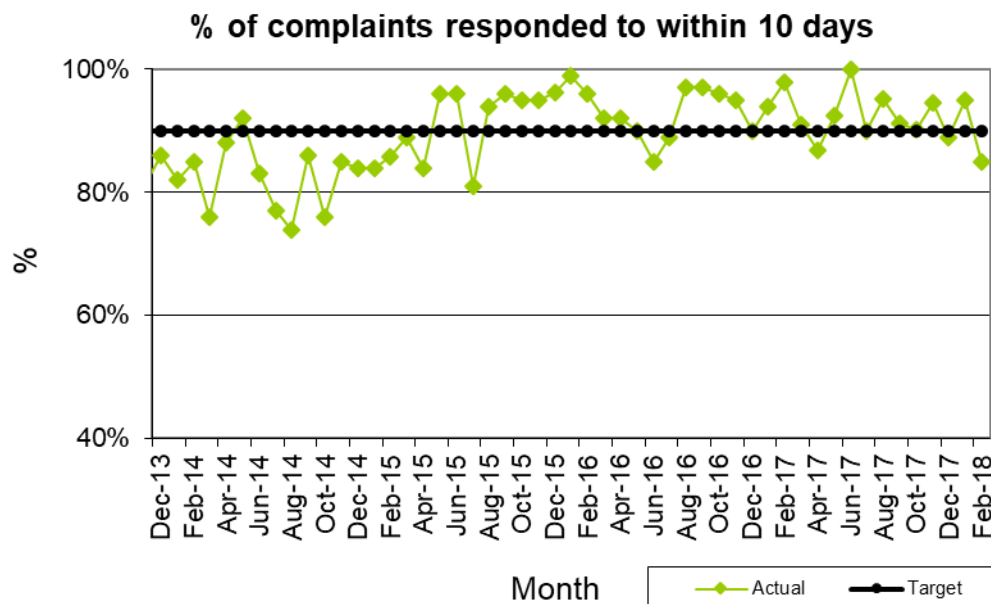
267 Freedom of Information requests have been received since April 2017 and 96.3% of these have been responded to on-time. This compares with 93.1% (out of 335) and 98.2% (out of 335) for the same period last year and the year before.



Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (February 2018)
27 complaints were received in February 2018. 23 (85%) of these were responded to within 10 working days.

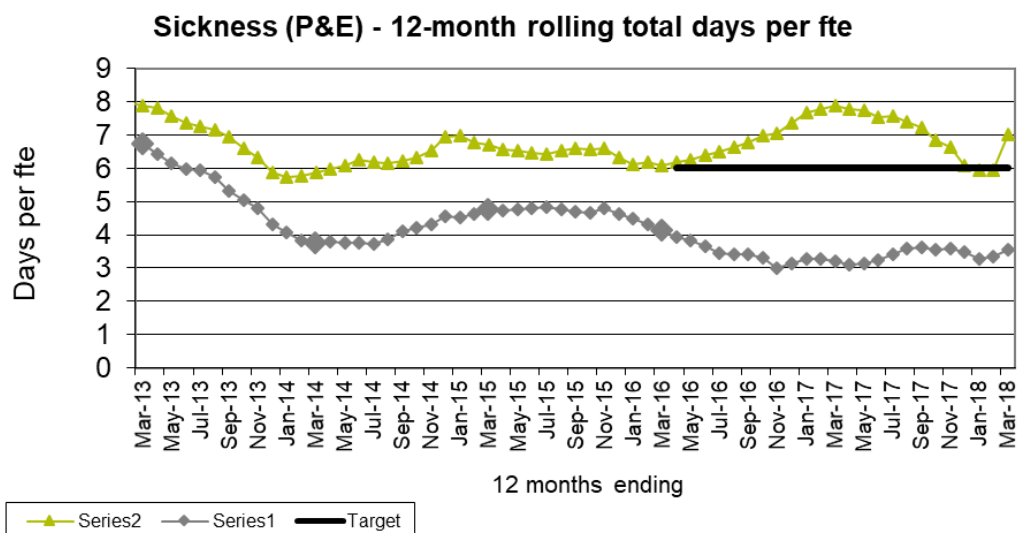
The year-to-date figure is currently 92%.



Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to March 2018)

The 12-month rolling average has increased slightly to at 3.6 days per full time equivalent (f.t.e.) and is still below (better than) the 6 day target.



During March the total number of absence days within Place and Economy was 207 days based on 500 staff (f.t.e) working within the Service. The breakdown of absence shows that 137 days were short-term sickness and 70 days were long-term sickness.

4.5 Contextual indicators (new information)

a) Economy & Environment

Connecting Cambridgeshire

% of take-up in the intervention area as part of the superfast broadband rollout programme (to November 2017)

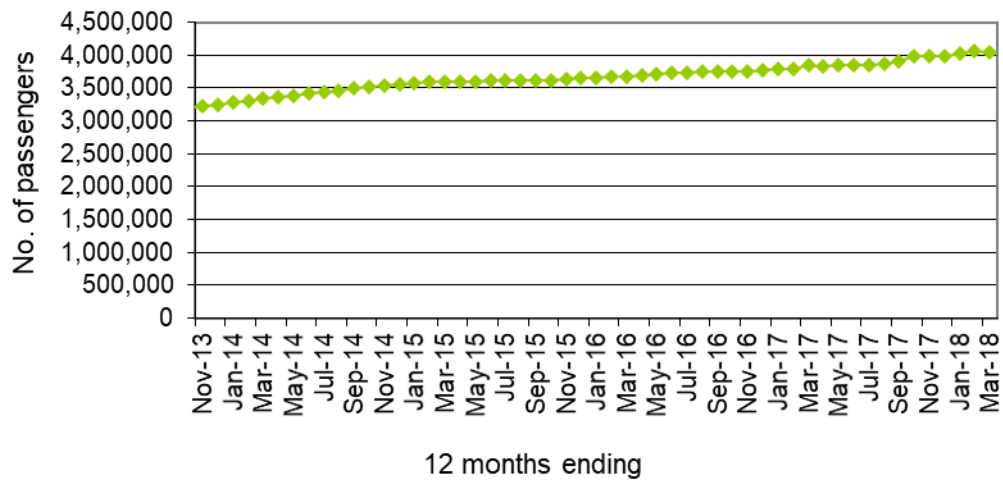
Figures to the end of November 2017 show that the average take-up in the intervention area has increased from 46.79%.in July 2017 to 49.4%.

Passenger Transport

Guided Busway passenger numbers (March 2018)

The Guided Busway carried 356,601 passengers in March 2018. There have now been over 23 million passengers since the Busway opened in August 2011. The 12-month rolling total is 4.0 million.

Guided Busway passengers: 12-month rolling total



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn February £'000	Service	Current Budget for 2017-18 £'000	Actual to end of Closedown £'000	Current Variance £'000 %	
	Place & Economy Services				
+317	Executive Director	1,566	1,893	+328	+21
+5	Business Support	268	269	+1	+0
0	Direct Grants	-21,673	-21,673	+0	+0
+323	Total Executive Director	-19,839	-19,510	+329	-2
	Directorate of Infrastructure Management & Operations				
-13	Director of Infrastructure Management & Operations	144	126	-18	-13
+1,541	Waste Disposal including PFI	34,080	35,523	+1,443	+4
	Highways				
-34	- Road Safety	332	335	+3	+1
-211	- Traffic Management	1,384	1,115	-270	-19
+103	- Highways Maintenance	6,786	6,717	-68	-1
-40	- Permitting	-1,333	-1,460	-128	+10
+730	- Winter Maintenance	1,990	2,947	+957	+48
-240	- Parking Enforcement	0	-223	-223	+0
-409	- Street Lighting	9,505	8,964	-541	-6
-51	- Asset Management	578	528	-50	-9
-523	- Highways other	438	-194	-632	-144
-0	Trading Standards	706	643	-63	-9
	Community & Cultural Services				
-115	- Libraries	3,373	3,273	-101	-3
-5	- Archives	361	355	-7	-2
+37	- Registrars	-541	-505	+36	-7
+179	- Coroners	780	1,070	+290	+37
0	Direct Grants	-6,555	-6,555	+0	+0
+948	Total Infrastructure Management & Operations	52,030	52,659	629	1
	Directorate of Strategy & Development				
+0	Director of Strategy & Development	142	133	-9	-6
+9	Transport & Infrastructure Policy & Funding	297	312	+15	+5
	Growth & Economy				
-85	- Growth & Development	549	473	-76	-14
-9	- County Planning, Minerals & Waste	304	287	-17	-6
+0	- Historic Environment	53	55	+2	+4
+0	- Flood Risk Management	422	421	-0	-0
-440	- Highways Development Management	0	-334	-334	+0
-48	- Growth & Economy other	165	195	+30	+18
+0	Major Infrastructure Delivery	0	0	+0	+0
	Passenger Transport				
+83	- Park & Ride	199	199	+0	+0
-508	- Concessionary Fares	5,393	4,903	-491	-9
-39	- Passenger Transport other	2,342	2,318	-24	-1
0	Direct Grants	0	0	+0	+0
-1,037	Total Strategy & Development	9,867	8,963	-905	-9
234	Total Place & Economy Services	42,058	42,111	53	+0
	MEMORANDUM				
£'000	Grant Funding	£'000	£'000	£'000	%
0	- Combined Authority funding	-21,673	-21,673	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-3,944	+0	+0
0	- Waste - PFI Grant	-2,611	-2,611	+0	+0
+0	Grant Funding Total	-28,228	-28,228	0	0

APPENDIX 2 – Commentary on Outturn Position

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

Service	Current Budget for 2017/18 £'000	Actual to the end of Closedown £'000	Variance	
			£'000	%
Executive Director	1,566	1,893	+328	+21
<p>The review of Senior management within P&E was completed with implementation on 1st February 2018. This limited the amount of savings that could be made this financial year. The full year will save up to £250k. The overspend also includes a number of one-off subscriptions.</p>				
Waste Disposal incl PFI	34,080	35,523	+1,443	+4
<p>The Waste PFI has overspent by £1.44m. This was mainly due to the Mechanical Biological Treatment (MBT) plant performing below the budgeted level of performance (which has now been addressed in the Business Plan for 2018/19 by rebasing the budget). Also, the pressure is due to lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the delivery of savings for 2017/18.</p> <p>A number of underspends were identified across P&E, (either one-off, which helped offset the waste pressure in 2017-18, or ongoing, which has been reflected in the Business Plan) which have been used to offset the pressure in waste. The areas which underspent (or achieve additional income) were Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p>				
Traffic Management	1,384	1,115	-270	-19
<p>The signals budget has underspent by £270k mainly due to savings from a new contract and savings on energy and staffing costs. The underspend has been used to help cover the pressure on the Waste budget.</p>				
Winter Maintenance	1,990	2,947	+957	+48
<p>This budget overspent due to the number of gritting runs that have taken place in November to March compared to previous years. For this year 69.5 runs took place compared to 42.5 runs that took place for the whole of last year.</p>				

Parking Enforcement	0	-223	-223	0
Income from City centre access cameras was greater than the expected budget, due to new cameras, this level of income is not expected to continue as drivers get used to the new restrictions.				
Street Lighting	9,505	8,964	-541	-6
The Street Lighting budget underspent by £541k. This was due to the higher number of deductions for performance failures than expected, which were made in line with the PFI contract and relate to adjustments due under the contract Payment Mechanism regarding performance. An element of this underspend was also due to project synergy savings which have now been realised in this financial year.				
Highways other	438	-194	-632	-144
Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work, this funding was held to cover the pressure on the Waste budget. This budget was also used to cover an overspend on the winter maintenance service.				
Libraries	3,373	3,273	-101	-3
The underspend in Libraries was due to a number of staffing vacancies within the service which are now in the process of being recruited to.				
Coroners	780	1,070	+290	+37
Costs in this area have increased due to more deaths and also an increase in costs relating to Assistant Coroners handling complex cases. There was also an increase in inquest costs due to the large case load, which has included a concerted effort to reduce the number of outstanding cases.				
Highways Development Management	0	-334	-334	0
Section 106 and section 38 fees came in higher than expected for new developments and led to an overachievement of income in 2017-18.				
Concessionary Fares	5,393	4,903	-491	-9
The underspend has been used to help cover the overspend on the Waste budget.				

APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	32,051
Waste PFI Grant		-80
Reduction to match Combined authority levy		-1,327
Adult Learning & Skills - now being reported under People & Communities		-2,418
Non-material grants (+/- £30k)		+2
Total Grants 2017/18		28,228

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	38,682	
Apprenticeship Levy	61	
Implementation of the Corporate Capacity Review	-698	
Allocation of Waste inflation	200	
Waste – allocation of demand funding to cover increased costs	170	
Adjustment to match Combined authority levy	1,327	
Use of earmarked reserve – Asset Information records	45	
Use of earmarked reserve – Transport Strategy & Policy	200	
Use of earmarked reserve – Flood Risk Management	42	
Use of earmarked reserve – Former Whippet Bus Routes	118	
Transfer of Service from Corporate Services – Green Spaces	56	
Adult Learning & Skills - now being reported under People & Communities	-180	
Transfer of Service from Corporate Services – Cultural Services	427	
Allocation of budget to match insurance charges	1,676	
Transfer of Volunteer co-ordinator post to People & Communities	-33	
Non-material virements (+/- £30k)	-35	
Current Budget 2017/18	42,058	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017 £'000	Movement within Year £'000	Balance at 31st March 2018 £'000	Notes
General Reserve				
Service carry-forward	2,229	(2,229)	0	All funds transferred to central reserve
Sub total	2,229	(2,229)	0	
Equipment Reserves				
Libraries - Vehicle replacement Fund	218	(188)	30	
Sub total	218	(188)	30	
Other Earmarked Funds				
Deflectograph Consortium	57	(2)	55	Partnership accounts, not solely CCC
Highways Searches	55	0	55	
On Street Parking	2,286	526	2,812	
Bus route enforcement	117	(117)	0	
Streetworks Permit scheme	98	18	117	
Highways Commuted Sums	620	81	700	
Asset Information records	0	0	0	
Streetlighting - LED replacement	0	184	184	
Community Transport	0	444	444	
Guided Busway Liquidated Damages	1,523	(1,559)	(35)	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	0	59	
Strategic Transport Corridor Feasibility Studies	0	0	0	
Flood Risk funding	0	20	20	
Proceeds of Crime	356	0	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	291	(88)	203	Partnership accounts, not solely CCC
Fens Workshops	61	(61)	0	
Travel to Work	211	(38)	172	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	(17)	54	
Northstowe Trust	101	0	101	
Archives Service Development	234	0	234	Required for new Ely Archives centre
Other earmarked reserves under £30k - IMO	36	4	39	
Other earmarked reserves under £30k - S&D	(188)	(0)	(188)	
Sub total	5,989	(606)	5,382	
Short Term Provision				
Mobilising Local Energy Investment (MLEI)	669	(614)	55	
Sub total	669	(614)	55	
Capital Reserves				
Government Grants - Local Transport Plan	0	3,897	3,897	Account used for all of P&E
Government Grants - S&D	786	735	1,521	
Government Grants - IMO	0	0	0	
Other Capital Funding - S&D	5,788	(1,751)	4,038	
Other Capital Funding - IMO	699	46	745	
Sub total	7,274	2,927	10,200	
TOTAL	16,379	(711)	15,668	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2017/18					TOTAL SCHEME	
Original 2017/18 Budget as per BP	Scheme	Revised Budget for 2017/18	Actual Spend - (Yearend)	Actual Variance (Yearend)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000
	Integrated Transport					
200	- Major Scheme Development & Delivery	200	142	-58	200	0
682	- Local Infrastructure Improvements	1,014	767	-247	863	0
594	- Safety Schemes	594	508	-86	594	0
345	- Strategy and Scheme Development work	601	322	-279	345	0
2,362	- Delivering the Transport Strategy Aims	4,501	2,024	-2,477	4,178	0
23	- Air Quality Monitoring	23	11	-12	23	0
14,516	Operating the Network	16,255	13,818	-2,437	16,248	0
	Infrastructure Management & Operations Schemes					
6,269	- £90m Highways Maintenance schemes	6,000	4,910	-1,090	90,000	0
0	- Pothole grant funding	1,155	1,155	0	1,155	0
395	- Waste Infrastructure	395	83	-312	5,120	0
2,060	- Cambridgeshire Archives	1,975	98	-1,877	5,180	0
284	- Community & Cultural Services	1,993	566	-1,427	3,042	0
0	- Street Lighting	752	752	0	736	0
0	- National Productivity Fund	2,890	2,198	-692	2,890	0
0	- Challenge Fund	1,200	1,237	37	6,250	0
0	- Safer Roads Fund	350	0	-350	1,175	0
	Strategy & Development Schemes					
4,370	- Cycling Schemes	5,149	2,395	-2,754	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	553	-957	9,116	0
25,000	- Ely Crossing	25,891	25,859	-32	36,000	0
0	- Chesterton Busway	200	241	41	200	0
1,370	- Guided Busway	1,200	32	-1,168	148,886	0
11,667	- King's Dyke	6,000	1,661	-4,339	13,580	0
0	- Wisbech Access Strategy	449	381	-68	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	7	-993	1,000	0
100	- A14	342	332	-10	25,200	0
250	- Energy Efficiency Fund	250	126	-124	1,000	0
0	- Carbon Reduction	103	103	0	214	0
0	- Soham Station	500	393	-107	6,700	0
	Combined Authority Schemes	624	428	-196	55	0
	Other Schemes					
3,590	- Connecting Cambridgeshire	4,217	413	-3,804	36,290	0
0	- Other Schemes	200	200	0	200	0
	Capitalisation of Interest	492	640	148		
75,927		88,025	62,354	-25,671	435,038	0
-9,664	Capital Programme variations	-15,514	0	15,514		
66,263	Total including Capital Programme variations	72,511	62,354	-10,157		

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

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

allocation of pothole grant funding was made (£806,511) in the spring, however as other work was already programmed for 2017/18, this funding will be spent in 2018/19.

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

Local Highway Improvements

There were over 200 Local Highway Improvements scheduled to be delivered in 2017/18. There were a number of reasons why some of the schemes have not been delivered. Approximately £40k of the under spend relates to officers waiting for confirmation from District & Town Councils to feedback and agree the scheme details. A further £15k will not proceed following consultations. Delays with the contractors scheduled to carry out the work have generated an under spend of £60k circa and therefore the schemes will be delivered in 2018/19. There has been a further £30k of under spend generated where schemes have been reassessed and the schemes delivered are smaller & cheaper than first budgeted.

Safety schemes

The A141 Wimblington Signals scheme was expected to require a budget of £350k this year, but the target price quotations received from Skanska indicate that the budget required is only likely to be £150k.

Delivering the Transport Strategy Aims

Projected delay in expenditure for a number of schemes with different issues. Norwood Road continued to be delayed by Network Rail issues throughout 2017 and will now be delivered in 2018. Witchford Cycleway delayed by the location of a gas main and the Cadent Gas request to supervise trial hole excavation work, not being available when requested, thereby delaying the scheme by 3 weeks. Histon/Impington scheme postponed to the next financial year to coincide with programme signals refurbishment.

There are a number of schemes which for various reasons such as staff resource for both CCC & Skanska, change of Highways Services Contract (including delays in receipt of target costs) & inclement weather have been delayed.

Tenison Road, Cambridge traffic calming will not be completed until early 2018/19 as there is a delay in the zebra crossing installation resulting in a £77k underspend for 2017/18.

A142 Witchford Bypass Cycling improvements has only been a third completed, and is expected to finish by June resulting in a £145k underspend. Cottenham Pedestrian Route will finish early in 2018/19 resulting in an under spend of £35k.

The scheme for Haddenham High St Traffic Lights/Pedestrian Crossing will be delayed until the start of 2018/19. However, there is expected to be a saving of £40k for this scheme.

The A1123 Houghton to Wyton Bus stop infrastructure has been delayed due to design & consultation taking longer than anticipated. This scheme is expected to be completed early 2018/19.

The Route 3 St Ives cycleway scheme has been delivered under budget with the saving of £30k attributed to effective engineering.

Operating the Network

Carriageway maintenance - Some carriageway schemes were delayed due to the impact of the drought damaged roads challenge fund programme. Also impact on available resources and diversion route clashes.

Footway slurry seal/re-tread and barrier work is programmed for March but some work is expected to slip into 18/19. The design work delayed the schemes and now obtaining the road closures for the re-tread sites has impacted spend for the re-tread and Footway slurry seal. There are also consultations with drainage boards required for the barrier sites which will delay delivery until next year.

The recent bad weather has caused delays as temperatures have been too low for night work for patching and with the snow, teams have been unable to lay tarmac.

There have been severe delays with the work on the B1090 - Abbots Ripton, Station Road due to a technical agreement, land transfer and finance contribution with Network Rail, resulting in an underspend of £581k in 2017/18 which will need to be carried forward as construction work is currently planned for July.

Signals -The A505 Duxford Imperial War Museum project will need less funds to be delivered as the existing ducting infrastructure was of good quality this will not need the usual replacement. Another scheme for Stratos System Development will incur no costs this year, as there is currently no product available from our supplier.

£90m Highways Maintenance schemes

Some schemes have not been completed this financial year and will be carried forward into the new financial year. This is because schemes funded by money from prudential borrowing tend to be those highway maintenance schemes that involve re-surfacing, rather than the lower cost surface dressing. Re-surfacing involves a greater level of pre-construction work due to the removal and replacement of the top layer of the road surface. The removal of the top surface has the potential to expose buried infrastructure. In order to reduce the risk of damaging the underlying infrastructure significant up front investigation is required. The findings of the investigatory work determines the level of design required before construction commences. This process is resource intensive, especially when the investigations highlight the need for a greater level of design work.

Challenge Fund

The challenge fund programme of schemes was scheduled for completion over this year and next financial year, as the award of funding was not made until the autumn of 2017. The first Cambridgeshire scheme, the A1101 at Mildenhall, has also had an initial target price quotation that was almost £1m over budget. The decision was taken by the Project Board to amend the scope of the project and request further quotations through

Skanska's supply chain. It was understood that this would delay the start of the first scheme by 3 weeks, which has subsequently affected the spend profile. This change in spend profile was notified to the DfT and no concerns have been raised.

Safer Roads Fund

The initial target price quotation received in early February was £800k over budget, partly due to the requirement to deliver a significant proportion of the scheme by the end of the year, but also due to the scope of the scheme and limited number of supply chain prices received by Skanska. To ensure an minimum acceptable level of value for money could be demonstrated, the decision was taken to re-scope the scheme, extend the programme and resubmit requests for quotations from Skanska's wider supply chain. This has clearly altered the spend profile for this scheme. DfT have agreed that the delivery of this scheme can now be rescheduled for the early part of 2018/19 to allow sufficient time to ensure the scope of the scheme meets the required outcome.

Waste Infrastructure

Due to the complexity of issues to identify suitable alternative sites and ongoing discussions with key stakeholders, this project has not progressed as quickly as we would have liked.

Community & Cultural Services

Cambourne Library - Work is currently underway on designing & reconfiguration of the building & library space working with Property Services and the Children's Centre based in the building, with a view to making effective use of existing funding from Cambourne 950 and future funding from Cambourne West. Work is expected to commence in 2018/19 and is fully funded by developer contributions.

Community Hubs - Sawston

Construction has yet to commence, expenditure to date has been on design and planning fees. The delay to the start of construction is due to protracted negotiations in the planning stages. We are currently finalising legal arrangements with our partners and once complete construction can be mobilised, so the majority of expenditure will be next financial year.

Cambridgeshire Archives

When last assessed it was assumed that a third of the construction work would be delivered in 2017/18. The latest schedule received from the Contractor indicates that all construction work will now start in May 2018, therefore £3.778m of the £3.817m capital budget will be required in 2018/19. However, the scheme is still on track to complete in 2018/19.

King's Dyke

Whilst Kier, the appointed contractor, has now commenced on detailed design, progress has been slower than expected owing to delays in agreeing access to land for surveys and ground investigation which has limited the design that can be undertaken and reduced this year's expenditure on Stage 1 of the contract. Access has now been agreed and surveys and investigation are being carried out and survey costs will fall into next year's expenditure.

It was also anticipated that significant land costs would be paid in 2017/18. However, this did not happen and these costs will roll into 2018/19. This meant that only £1.62m of this year's allocation of £6m was spent.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to Economy and Environment (E&E) Committee, the estimated cost could increase and an upper possible figure of £16.9m was indicated. The scheme costs will become more robust as the design progresses. Any additional funding requirements, will be reported to the E&E Committee and GPC.

Ely Southern By Pass

The expenditure for the 2017/2018 financial year, including reserves, is £25.86m. This is £0.03m below the 2017/2018 budget allocation of £25.89m. The expenditure for the 2017/2018 financial year has increased from the amount reported recently, primarily due to the addition of an accrual for land costs.

During construction a number of significant challenges had arisen which resulted in increases to the scope and quantity of work that the contractor had to undertake, contributing to the cost increase resulting in significant cost escalation and an extension to the programme. As construction had progressed, a number of issues arose principally related to the combination of the complexity of the design of the structures necessary to mitigate the environmental impact and secure planning consent, ground conditions, third party requirements, site constraints, and the requirement for the quickest possible delivery. The completion date is now likely to be October 2018. Economy and Environment Committee considered a report on 12th April 2018 detailing the changes to the cost of the programme and unanimously resolved to note the increase in scheme costs and request General Purposes Committee (GPC) in May 2018 to allocate the additional funding required of £13m to complete the scheme.

General Cycling

The budget for 2017/18 was £335,000. Although spend was much less, the unspent budget available will run into 2018/19.

£200,000 of the budget is for cycleway improvements between Barton and Cambridge. Originally the target cost received from the contractor exceeded the available budget, so the scheme had to be de-scoped to fit the budget available and the target cost revised. Construction work commenced on 19th March.

Although works have been completed on Huntingdon Road, the contractor has not yet issued the final account, thus spend is lower than expected at this time.

S106 cycling schemes

Works to construct the Bar Hill to Longstanton cycleway are not able to start until A14 works in the area are complete, thus spend remains very low.

Abbey-Chesterton Bridge

This project is still in the process of discharging planning conditions to enable works to start on site, as per below.

Originally, planned spend for 2017/18 was £1,917,000 but only £339,000 was spent. The planning application was submitted in July 2016 and it was anticipated that this process would complete by Autumn 2016, with construction of the bridge in late 2017, and thus significant construction related spend could be achieved.

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

Significant spend will not be encountered until the construction work actually commences, thus the majority of spend will now come in 2018/19 rather than 2017/18.

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

Huntingdon – West of Town Centre Link Road

The spend for the scheme was only £553,000 compared to a budget of £1,510,000, this is due to land cost claims which were not resolved as anticipated and it is now expected these claims will be resolved in 2018/19.

Cambridge Cycling infrastructure

This is the programme of S106 funded cycling projects in Cambridge. The funding is generally not time limited, and thus any underspend rolls into the next year. The original planned spend was £1,580,000 but was only £89,000. This is a consequence of public consultation and scheme development work being extended, not least Queen Edith's Way, which is the project with the largest single budget.

Cycle City Ambition Grant

- A10 Harston - Scheme substantially complete with minor works required to tidy up verges and alter some road markings. Current spend suggests an underspend for the year, and for the project as a whole.
- Quy to Lode - Scheme substantially complete - 2km new village link which was opened by the local community on 11th March. Final costs coming in slightly higher than the original spend forecast of £451,000 for the year, due to the need to import more sub-base material to address level differences.

Milton Road to Cambridge North Station - This project is now substantially complete apart from some minor snagging issues. The previous Network Rail Track is to become public highway and the adoption process is underway. There will be some fees and charges associated with this process in 2018/19.

Cambridgeshire Busway Lighting - This project is now complete and operational. There is a requirement to pass on a commuted sum of £50k for maintenance purposes from 2018/19.

Soham Station

Network Rail who will be carrying out the GRIP3C (Governance to Railway Investment Projects 3C) Approval in Principle and Outline Design work started work in January 2018. This work is continuing and the GRIP 3C is expected to be concluded in May 2019. Network Rail have recently been carrying out site surveys.

The next stage of the project GRIP3C will be funded via £1m from CCC Capital and £1.5m from the Combined Authority. The Combined Authority has confirmed that it will part fund the GRIP3C study and gave full approval at its board meeting on 28th March 2018 as part of its capital programme.

Connecting Cambridgeshire

Expenditure in this year has been lower than estimated in relation to the BT contract. To confirm, delivery is on track but expenditure has been re-phased, and therefore the funding will be required next financial year.

Capital Funding

2017/18				
Original 2017/18 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2017/18 £'000	Actual Spend (Yearend) £'000	Revised Funding Variance - Actual (Yearend) £'000
17,991	Local Transport Plan	17,815	17,815	0
2,483	Other DfT Grant funding	20,007	18,080	-1,927
19,231	Other Grants	10,367	5,467	-4,900
4,827	Developer Contributions	6,418	2,549	-3,869
18,992	Prudential Borrowing	21,621	14,944	-6,677
12,403	Other Contributions	11,305	3,499	-7,806
75,927		87,533	62,354	-25,179
-9,664	Capital Programme variations	-15,022	0	15,022
66,263	Total including Capital Programme variations	72,511	62,354	-10,157

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	6.0	This reflects slippage or rephasing of the 2016/17 capital programme to be delivered in 2017/18 which will be reported in August 17 for approval by the General Purposes Committee (GPC)

Additional / Reduction in Funding (Specific Grant)	-9.0	Rephasing of grant funding for King's Dyke (-£1.0m), costs to be incurred in 2018/19. Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (-£8.3m)
Revised Phasing (Section 106 & CIL)	-0.8	Revised phasing of Guided Busway spend and receipt of developer contributions.
Revised Phasing (Other Contributions)	-3.2	Revised phasing of King's Dyke spend
Additional Funding / Revised Phasing (DfT Grant)	16.3	New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), Challenge Fund (£3.5m) and Safer Roads Fund (£1.2m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m)
Additional / Reduction in Funding (Prudential borrowing)	-1.0	Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m). Brought forward borrowing to fund DfT Challenge Fund schemes (£2.25m).

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

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

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

a) Economy & Environment

Economy & Environment									
Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 31 January 2018	50.5%	Contextual		Figures to the end of November 2017 show that the average take-up in the intervention area has increased from 46.79%.in July 2017 to 49.4% at the end of November 2017.	
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 28 February 2018	96.1%	95.2% by June 2017	G	G	Figures have risen to 95.8% as at the end of December 2017. The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.
Economic Development									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↑	To 30 September 2017	79.2%	80.9% to 81.5%	A	A	The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS). The 12-month rolling average is 79.2%, which is a slight increase from the last reported quarterly rolling average figure of 78.5% as at the end of June 2017. This said, it is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.5% and the Eastern regional figure of 77.3%.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									79.6% are employed full time and 20.4% are employed part time.
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↓	November 2016	10.8%:4.8% Ratio of most deprived areas (Top 10%) to all other areas Gap of 6.0 percentage points	Gap of <=6.0 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	The 2016/17 target of <=11.5% is for the most deprived areas (top 10%). Latest figures published by the Department for Work and Pensions show that, in August 2016, 10.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 4.8% of those living elsewhere in Cambridgeshire. The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of <=6.5 percentage points.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↑	To 30 September 2016	+12,600 (provisional)	+3,500	G	G	The latest provisional figures from the Business Register and Employment Survey (BRES) show that 12,600 additional jobs were created between September 2015 and September 2016 compared with an increase of 6,300 for the same period in the previous year. This means that the 2016/17 target of +3,500 additional jobs has been achieved. This information is usually published late September/early October each year, for the previous year, by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									information from businesses across the whole of the UK economy for each site that they operate.
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	To 31 March 2018	356,601		Contextual		The Guided Busway carried 356,601 passengers in March 2018. There have now been over 23 million passengers since the Busway opened in August 2011. The 12-month rolling total is 4.0 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	↑	2016/17	Approx. 18.7 million	19 million	A	A	There were over 18.7 million bus passenger journeys originating in Cambridgeshire in 2016-7. This represents an increase of almost 2% from 2015-6; this growth can probably be attributed to the continued increase in passenger journeys on the guided busway. As predicted last year the target of 19 million bus passenger journeys was not achieved, but it still is anticipated that there is a chance of growth in the future through the City Deal and if so, this will take place in 2017-8 at the earliest.
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	↔	To 31 March 2018	100%	100%	G	G	16 County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year. There were 11 other applications excluded from the County Matter

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									figures. 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). 100% of these 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	↓	October 2016	Fenland = 73.7% Other excluding Cambridge = 80.6%	Fenland = 86.3%	A	A	Latest figures published by the Department for Transport show that in 2015/16, 73.7% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2014/2015 (81.1%). It is worth noting that because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant. For instance the sample size for Fenland was 360 people and the sample size for the whole of Cambridgeshire was 2,323. Excluding Cambridge, the latest figure for the rest of the County is approximately 80.6%. The gap of 7.0 percentage points is less than the 204/15 gap of 8.3 percentage points. The 2012/13 baseline gap was 8.7 percentage points.

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

c) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
ETE Operational Indicators									
Monthly	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of Freedom of Information requests answered within 20 days	High	↑	To 31 March 2018	95.7%	90%	G	G	23 Freedom of Information requests were received during March 2018. Provisional figures show that 22 (95.7%) of these were responded to on time. 267 Freedom of Information requests have been received since April 2017 and 96.3% of these have been responded to on-time. This compares with 93.1% (out of 335) and 98.2% (out of 335) for the same period last year and the year before.
	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of complaints responded to within 10 days	High	↓	To 28 February 2018	85%	90%	A	G	27 complaints were received in February 2018. 23 (85%) of these were responded to within 10 working days. The year-to-date figure is currently 92%.
	Operating Model enabler: Having Councillors and officers who are equipped for the future								
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↓	To 31 March 2018	3.6 days per f.t.e.	6 days per f.t.e	G	G	The 12-month rolling average has increased slightly to at 3.6 days per full time equivalent (f.t.e.) and is still below (better than) the 6 day target. During March the total number of absence days within Place and Economy was 207 days based on 500 staff (f.t.e) working within the Service. The breakdown of absence shows that 137 days were short-term sickness and 70 days were long-term sickness.

**ECONOMY AND ENVIRONMENT COMMITTEE – AGENDA PLAN, TRAINING PLAN
APPOINTMENTS TO OUTSIDE BODIES, PARTNERSHIP LIAISON AND ADVISORY
GROUPS**

To: **Economy and Environment Committee**

Meeting Date: **24th May 2018**

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

Electoral division(s): **All**

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

Purpose: **To review the Committee's agenda plan and training plan, and to consider, review and agree appointments to outside bodies, internal advisory groups and panels and partnership liaison and advisory groups within the Committee's remit.**

Recommendation: **It is recommended that the Committee:**

- (i) review its agenda plan attached at Appendix 1 and agree to cancel the June Committee meeting;**
- (ii) review and note its training plan attached at Appendix 2:**
- (iii) review and agree appointments to the outside bodies, partnership liaison and advisory groups and internal advisory groups and panels as detailed in Appendix 3.**
- iv) agree to delegate, on a permanent basis between meetings, the appointment of representatives to any outstanding outside bodies, groups, panels and partnership liaison and advisory groups, within the remit of the Economy and Environment Committee, to the Executive Director: Place and Economy, in consultation with the Chairman and Vice Chairman of the Committee.**

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1. BACKGROUND

- 1.1 The Economy and Environment Committee reviews its agenda plan and training plan at every meeting and reviews its appointments on an annual basis.

2 AGENDA AND TRAINING PLANS

- 2.1 The Agenda Plan is attached as Appendix 1. The June meeting has been listed on the agreed Council Meetings Card as a reserve date. There are no key decision reports and apart from the Bikeability Funding report, the others are standard items with no specific recommendations requiring agreement. It is therefore proposed that the meeting should be cancelled. The Chairman and Executive Director support this approach.
- 2.2 The Training Plan attached as Appendix 2 is the standard update report.

3. APPOINTMENTS

- 3.1 The County Council's Constitution states that the General Purposes Committee (GPC) has:
- Authority to nominate representatives to Outside Bodies other than the Cambridgeshire and Peterborough Fire Authority, the County Councils' Network Council and the Local Government Association.
 - Authority to determine the Council's involvement in and representation on County Advisory Groups. The Committee may add to, delete or vary any of these advisory groups, or change their composition or terms of reference.
- 3.2 GPC has previously agreed to refer appointments to Internal Advisory Groups and Panels, and Partnership Liaison and Advisory Groups to the relevant Policy and Service Committee. All the appointments that have been referred on for this Committee to approve are attached in Appendix 3 for the Committee's attention.
- 3.3 At this Committee's meeting on 1st June 2017 2017, this Committee agreed to delegate, on a permanent basis between meetings, the appointment of representatives to any outstanding outside bodies, groups, panels and partnership liaison and advisory groups, within the remit of the Committee, to the Executive Director: Economy, Transport & Environment (ETE) in consultation with the Chairman of the Committee. As there has been change to the structure of Council departments and to what was the ETE Directorate, this delegation needs to be amended and agreed to take account that the Executive Director has been retitled as the Executive Director: Place and Economy.
- 3.4 The outside bodies, internal panels and partnership liaison and advisory groups where appointments are required are set out in **Appendix 3** to this report. The previous representative(s) are indicated. It is proposed that the Committee review and agree the appointments to all those bodies set out or make suggestions for any changes.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

4.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

5.1 There are no significant implications within these categories:

- Resource Implications
- Procurement/Contractual/Council Contract Procedure Rules Implications
- Statutory, Legal and Risk Implications
- Equality and Diversity Implications
- Engagement and Communications Implications
- Localism and Local Member Involvement
- Public Health Implications

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Not applicable
Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by Finance?	Not applicable
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Not applicable
Have the equality and diversity implications been cleared by your Service Contact?	Not applicable
Have any engagement and communication implications been cleared by Communications?	Not applicable
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Not applicable

Have any Public Health implications been cleared by Public Health	Not applicable
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Source Documents	Location
General Purposes Agenda and Minutes – 13 June 2017 Communities and Partnership agenda and Minutes – 26 th October 2017 General Purposes Committee agenda 29 th May 2018	

**ECONOMY AND
ENVIRONMENT POLICY
AND SERVICE COMMITTEE
AGENDA PLAN**

Published on 1st May 2018
Updated 14th May 2018



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.

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

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

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
24/05/18	Confirmation of Appointment of Chairman and Vice Chairman	Rob Sanderson		10/05/18	15/05/18
	Re-procurement of the Archaeological Services Framework	Chris Nunn	2018/047		
	Wisbech Access Strategy – Recommendation of Schemes to access £10.5m Growth Deal Funding and £10.5m Cambridgeshire and Peterborough Combined Authority (CPCA) Funding	Jack Eagle	2018/046		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Outturn Report	Sarah Heywood	Not applicable		
	Appointments to Outside Bodies	Rob Sanderson	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
14/06/18	Bikeability Cycle Training Funding As this is the only report not a standard update report, the proposal is to cancel the meeting and move this report to the July Committee Meeting	Mike Davies	Not applicable	31/05/18	05/06/18
	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		
12/07/18	Waterbeach New Town Planning Application Response	Juliet Richardson	2018/041	28/06/18	03/07/18
	Highways Response to West Cambridge Master Planning Report	Juliet Richardson	2018/040		
	Waterbeach Supplementary Planning Document	Colum Fitzsimons / David Allatt	Not applicable		
	Land North of Cherry Hinton Response to Planning Application	Juliet Richardson	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	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		
16/08/18 (reserve meeting)	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	02/08/18	07/08/18
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
13/09/18	Kings Dyke Contract Award Approval	Brian Stinton	2018/038	30/08/18	04/09/18
	Cambridgeshire Statement of Community Involvement	Ann Barnes	Not applicable		
	Cambridge Northern Fringe East Area Action Plan	Juliet Richardson	Not applicable		
	Trading Standards Update - Annual Report	Peter Gell	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
11/10/18	Royal Waterbeach Planning Application	Juliet Richardson	2018/039	27/09/18	02/10/18
	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		
15/11/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	01/11/18	06/11/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
06/12/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	22/11/18	27/11/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
10/01/19	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	21/12/18	31/12/18
	Approval of the Cambridgeshire Statement of Community Involvement	Ann Barnes	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
07/02/19 (Reserve date)				24/01/19	29/01/19
14/03/19	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	01/03/19	05/03/19
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
11/04/19 (Reserve date)				28/03/19	02/05/19
23/05/19	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		

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details have not yet been confirmed

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

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details have not yet been confirmed

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

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
5.	The Combined Authority	To provide an understanding of the Authority and its relationship to the County Council and other partners	Martin Whiteley Combined Authority	10.30am Friday 15th June 2018 one hour plus slot	KV Room	Topic Monthly Member Seminar	All		
6.	Connecting Cambridgeshire – Digital	To update Members on Progress and to	Noelle Godfrey	Mon 4th Sep 2017 2-3pm	KV Room	Seminar	All	David Ambrose Smith, Ian Bates, Adela Costello,	16% of Council membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details have not yet been confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
	Connectivity	help provide a better understanding						Lorna Dupre, Lis Every, Mark Howell, David Jenkins, Noel Kavanagh, John Williams, Tim Wotherspoon,	50% of main E and E Committee membership
7.	County's role in Growth and Development	To update Members on progress and to help provide a better understanding	Sass Pledger, Juliet Richardson	Mon 2 nd Oct 2017 2-4pm	KV Room	Seminar	All	Donald Adey David Ambrose Smith Ian Bates Anna Bradnam Steve Criswell Lis Every Lynda Harford Anne Hay Linda Jones Lina Joseph	20% of Council membership 40% of main E and E Committee membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details have not yet been confirmed

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

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details have not yet been confirmed

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

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								John Williams	
13.	A14 site visit (Limited to 12 places) Items 14 'Section 106' and Item 15 'New Developments'	To see the progress on the construction and to be given more details on site	Stuart Walmsley / Highways England	2 p.m. 10th April 2018	On site Swavesey	Site Visit	E and E Cttee but opened up to all County Councillors	Bates Batchelor Criswell Dupre Hunt Jenkins Wotherspoon	12% of full Council membership 20% of main E and E Committee membership
14.	Section 106		Jeremy Smith	To be confirmed - will utilise existing monthly Member seminar programme.					
15.	New Developments	To include	Juliet Richardson	See comments					

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
		information on <ul style="list-style-type: none"> • future proofing new homes to take account of the demands of a rising elderly population, • builders installing solar panels • landscaping tree planting programmes 		above					
16.	Cambridgeshire and Peterborough Minerals and	To hold a future Member seminar and if practicable, to	Ann Barnes	To be organised after the preliminary					

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details have not yet been confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
	Waste Local Plan	extend invitations to District Councillors		Consultation Plan was issued.					

CAMBRIDGESHIRE COUNTY COUNCIL

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

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

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

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

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

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

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

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

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

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

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

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Soham Station Project Board			Councillor B Hunt (Con) Councillor P Raynes (Con) Councillor J Schumann (Con)	Adrian Shepherd Project Manager Public Transport Projects 01223 728110 Adrian.J.Shepherd@cambridgeshire.gov.uk
Total Transport Policy Member Steering Group (Formerly Cambridgeshire Future Transport (CFA)) The purpose of the Group is to assist members in gaining a detailed understanding of some of the opportunities and challenges relating to transport, and of the possible consequences of decisions regarding service levels, fares, etc. The Total Transport project represents the next iteration of the CFT work. It is based on the simple idea that, on the ground, it doesn't make sense for different vehicles to collect neighbouring residents who are making similar journeys but for different purposes (healthcare, education, social care, etc). In rural areas in particular, integrating the provision of transport will allow scarce resource to be used more efficiently, so that the impact of reduced budgets can be softened.	2	8	Councillor A Bailey (Con) Councillor D Giles (Ind.) Councillor B Hunt (Con) Councillor D Jenkins (LD) Councillor L Joseph (Con) Councillor M McGuire (Con) Councillor S van de Ven (LD) Councillor J Whitehead (Lab) Substitute Cllr T Wotherspoon (Con)	Paul Nelson Interim Head of Passenger Transport Services 01223 715608 paul.nelson@cambridgeshire.gov.uk

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

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

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